

HOME  
BUILDING













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# HOME BUILDING.

A RELIABLE

## BOOK OF FACTS,

RELATIVE TO

Building, Living, Materials, Costs,

At About 400 Places from

## NEW YORK

TO

## SAN FRANCISCO.

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CONTAINING 42 PLATES AND 45 ORIGINAL DESIGNS OF  
BUILDINGS,

WITH SHORT DESCRIPTIVE SPECIFICATIONS.

ALSO WITH

EXTENDED AND ELABORATED SPECIFICATIONS OF MATERIALS AND  
LABOR, MERCHANDISE, AND WHERE IT MAY BE PROCURED.

TABLES OF

COSTS OF MATERIALS AT ABOUT 400 PLACES FROM THE ATLANTIC TO  
THE PACIFIC.

DESCRIPTIONS AND STATISTICS, FOR 1876, OF

OVER 230 CITIES, TOWNS AND HAMLETS.

HOW TO REACH THEM, THEIR HOTELS, POPULATIONS, HEALTHFULNESS, INDUSTRIES,  
INSTITUTIONS, CHURCHES, NEWSPAPERS, LOTS, FARMS NEAR AND VALUES,  
ADVANTAGES AND PROSPECTS.

PLACES OF RESORT FOR HEALTH NOTED.

MANY ILLUSTRATIONS AND PRACTICAL, USEFUL SUGGESTIONS.

BY

E. C. MUSSEY, ARCHITECT, 191 BROADWAY, NEW YORK.

Author of

“HUSSEY'S NATIONAL COTTAGE ARCHITECTURE.”

### ERRATA.

Head of Folio 224 should read: "supplies; yea, when New York shall fully understand her mission, shall look out with a broad vision to the true interest of her future prosperity; she will carefully foster her suburbs, and encourage her sons and daughters to go out, grow, and bring back to her their newly vitalized energies and power."

Copyright should be dated 1875 instead of 1876.

Folio 211, under Windows, read John H. Poillon instead of James H. Pollion.

Also, Folio 398, read John H. Poillon instead of John H. Pollion.

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## INTRODUCTORY.

It may not immediately appear, to every one, that a house is not necessarily, in any true sense of the term, a "Home." It is, however, the shell, the hive in which busy hands and anxious hearts combine their toil and hope, looking ever toward that impenetrable veil, behind which is concealed the future and true ideal of Home. A house is not the place which determines to the soul of the seeker whether it has reached the goal. It is not the nature or quality of what is possessed. But Home is that certain indefinable satisfaction with all, that unspeakable quiet of repose which realizes that what those hands have wrought out was the result of carefully expended research, toil and means. The lots have been carefully selected, the house tastefully and economically built, and all are surrounded by an enterprising, high-minded, sober, industrious, refined Christian people, where health, education, culture, and a generous reward for the expenditure of talent, time and money are assured. Where in all these things the heart is satisfied, and the well-trained mind, taking a retrospect, sees all is well, then home becomes a reality, is endeared, is found; and, when found, is "a thing of beauty and a joy forever."

We know there are thousands of men and women, of the various callings of life, crowded and pinched together in the great cities of this country, waiting, watching, and anxious; who, if they knew of the opportunity to shake off these bonds and acquire a real home that lies fully within the bounds of development through carefully directed application in the right direction, and who, if they knew of the ways which lead out of the maze in which they are entangled, would gladly go forth to apply their energies and skill in this most noble calling of life, "Home Building." And it has been, more than anything else, the strong desire and purpose of the author, to put a work in the hands of this class that will at once afford a vast amount of thoroughly practical information as to what, and how to build, and an invaluable and extensive line of facts and figures in reference to routes and places from "New York to San Francisco," and, in fact, all that is needful to know about them to form a correct and safe opinion, that dictated this book, beside the wish to afford a numerous host of inquirers, investors, tradesmen, farmers, dealers, merchants and traders, a greater chain of information of such a nature, and in such a manner, to our knowledge never before attempted.

Finding that it was indispensable to the object of this work, in order that it should lack nothing of importance, that would assist in guiding all inquirers, who seek its counsel, to the obtaining of that which they seek, and placing before them also many things that might through inexperience be overlooked by them, that I should be compelled, in a certain sense, to advertise institutions, dealers and their goods, in almost every branch of industry, merchandise or trade, I have with the greatest care, inquiry, labor and expense, sought out those who are at the lead in their lines; who are offering their commodities at fair living prices on the motto of small profits and quick sales, who are men of honesty and integrity, and are gentlemen as well as merchants, tradesmen or professionals.

The nature of this work would not admit of, nor indeed was it the intention of the author, to mention the names of men and business, only just so far as is really necessary to subserve the very best interests of "Home Building."

Great care and labor has been taken to make all tables, bills, lists, &c., as exhaustive as they can be made, and to have them absolutely reliable, for what they claim.

In reference to both "present" and "future values, prospects and advantages," our opinions are expressed freely and positively, in the full conviction of their truthfulness, formed after a careful and exhaustive study of all the premises, often in the light of many purposes of the future, unseen by the public but already projected, and always in the light of many years' experience and research, in the direction in which we now labor. But that men will differ with us there can be no

doubt, and it may afford a certain amount of comfort to such for us to here make a "clean breast" of the confession that we are fallible.

It will be seen that we have given certain starting points, or first places on any certain route taken, more than average attention. This has been done with a view to make them a base of comparison for the points beyond, because of their unusual importance of position, on account of their proximity to great centers, and because of the ease with which they may be inspected by those who are residents in the great centers with a view to forming a more complete idea of all other points treated.

It will also be seen that we have made reference to our line of model houses, which will be found valuable for the comparison of any one place with all others.

Finally, it has been the aim of the author to couch what would be otherwise prosy detail in such a style of expression as will enable the reader to glide pleasantly through all.

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Any further information in connection with this work will be cheerfully given on application, and any working plans or specifications will be promptly furnished at the most moderate charges.

Address all communications in connection with the above to

E. C. HUSSEY, ARCHITECT,  
191 Broadway, N. Y.

All the Engravings in this work were executed by Mr. Chas. Spiegle, 191 Broadway, New York, who is an artist of rare ability and great experience in his line, as is apparent from the superiority of his work.





## *Plate No. 1.*

The building represented in this plate, will present a familiar face to the majority of those who examine this book. Its prototype may be seen pleasantly reposing amid the shadows of well-grown trees, or rigidly enduring the blaze of a new, unplanted lot, on the streets and avenues of hundreds of recently built towns and cities, from the Atlantic to the Pacific. Yes, it is rather plain, but, like many a plain person, it is sensible. It makes no unnecessary waste of space or materials; it does not pretend to be what it is not. It appears here because it is the representation of the tangible covering of many a happy home. In most examples, perhaps, the building remains a simple rectangle of 20x30, or 22x32 feet, not having received the extension of 12.6x15 feet, as in our example. This is one of the forms by which a commodious space, with a goodly number of divisions, can be at least pleasantly inclosed, without necessarily requiring more than an ordinary city lot of 25x100 feet, although a lot 30 feet wide would be preferable.

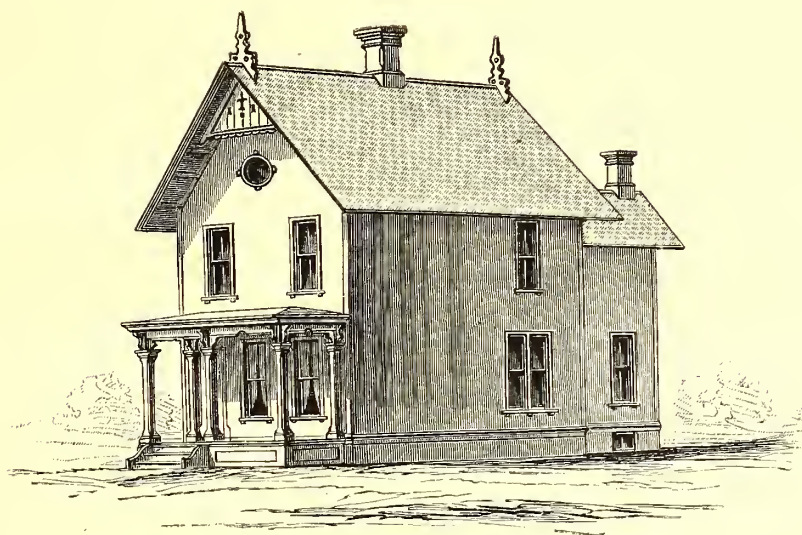
### MEM.—SPECIFICATION.

**Cellar** under the whole house **Foundation** walls to final surface of earth, of stone 16 inches thick, or 8 inches of bricks, well footed. Above surface 8 inches of hard brick, pointed outside and inside. Cistern complete, 7x10 feet; overflow p't, stoned up, 3x4 feet; cesspool, do., do., 4x7 feet, 20 feet from house. **Frame** of good sound hemlock, semi-balloon construction, thoroughly braced, and spiked together complete. Sheathed with faced hemlock or common pine, roof and sides. **Weatherboard** with narrow lap-siding thoroughly put on; ornamentation as shown. **Roofs** covered with good slates (or shingles) laid on resonated sheathing paper; piazza roof, tin; all to have ample gutters. **Chimneys** start from cellar bottom; kitchen chimney, one flue; parlor do., three flues. **Floors** laid of 1x6 inch spruce or pine flooring, selected for first floor; attic floor the poorest of lot; piazza floor, 1¼ w. p. **Lath and Plaster** the entire first and second stories; closets all laid off one coat and skimmed, all other walls and ceilings two coats and hard finish. Cornice in parlor, 6x9 inches; in dining room, 5x8 inches; in hall, 5x8 do.; center piece in parlor, 15x20 inches. **Trimmed** neatly throughout, to correspond with design. **Stairs** where shown, 7 inch newel, 3½ inch rail, 2 inch balusters, all of walnut for front stairs; kitchen and attic flights are box stairs. Drawers and closets, all fitted up, where shown to suit. Earth closet fitted up at head of cellar stairs, with ventilation. **Doors** all as shown; all outside 1¾ inches thick, and main room doors 1½ inches thick, neatly paneled and molded on both sides; all closet doors 1¼ inches thick, neatly paneled and molded on one side; all hung on strong cast butts, to suit. Closet doors fitted with rim-locks, all others with fair mortise locks; all furniture to suit, of a fair quality. **Windows**, all sash, 1½ inches thick, well hung with cast weights, cords, and pulleys complete; all provided with good catches on first floor, glazed with French sheet glass.

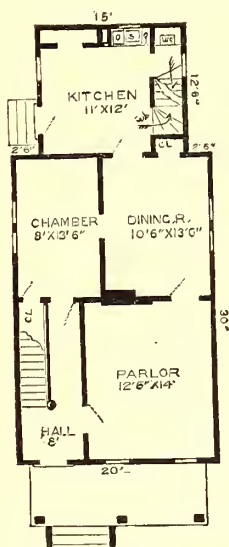
**Blinds** hung outside to all windows, rolling slats, New York wrought hinges, and good fastenings to all. **Cast-Iron Sink** in kitchen, where shown, properly fitted up with waste and trap, and connected with cesspool. **Pump** set up on sink drip-board, and connected with cistern or well. Leaders from gutters to cistern, complete. **Painting**.—All metal roofs and outside wood work painted two good coats, with best white lead and linseed oil, in tints to suit owner. All inside wood work painted two good coats, do., do., mixed with turpentine.

If the ground is inclined to be wet, it should be drained, and the cellar bottom grouted and cemented; also the cellar ceiling plastered one good coat. The attic can be finished into two neat rooms, if required, thus making eleven fair rooms in the house.

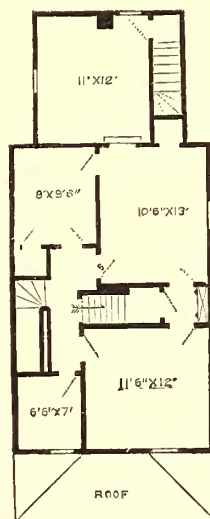
Cost at New York, \$2,200.



PERSPECTIVE.



GROUND PLAN.



CHAMBER PLAN.





## *Plate No. 2.*

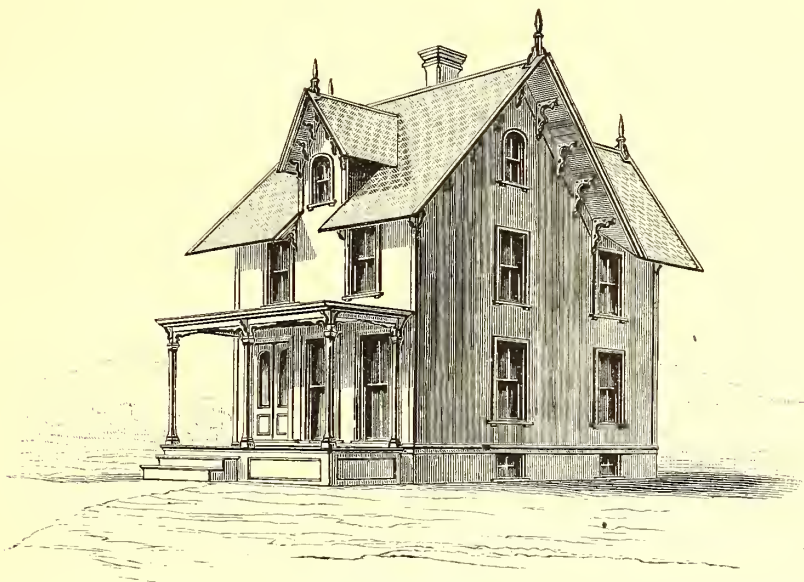
The **plan** of this building is about the same as No. 1, with the exception of a small scullery, in which there is a cellar entrance, in place of the two-story extension. The house is also 22x30 feet, while the other is 20x30 feet. The scullery is covered with a shed or flat roof; it is not shown on the perspective. The method of roofing, to show which is the principal object of this plate, allows the stairs to the attic to be constructed over the main stairs, and affords much nicer opportunity for fitting up two, or even three, neat rooms in the attic. By this roof treatment, the exterior appearance of the building is considerably improved, and, indeed, is radically different from that of No. 1, so that in case neighbors desired to use about the same plan (which would be difficult to improve much, for the same cost and room), they could do so without the danger of either monotony or want of agreement in appearance. The specifications for this house, in reference to construction, materials used, with general appointments and finish, are about parallel to those of No. 1.

This building costs at New York, Rutherford, Newark, Plainfield, or at almost any point within 25 miles of New York, about \$2,000. At Newport, R. I., \$2,200; Boston, Mass., \$2,300; Mount Pelier, Vt., \$1,800; Philadelphia, Pa., \$2,000; Baltimore, Md., \$2,000; Lynchburgh, Va., \$1,800. Throughout the central west, from Binghamton, N. Y., to Omaha, Neb., it would range from \$1,600 to \$2,000, which may be figured out by the use of our elaborate table of "Places and Costs." At Sacramento, Stockton, Santa Rosa, San Jose, and San Francisco, Cal., or any other of the California Valley towns, where there is no necessity for using a cellar, or foundation more than 12 inches deep; but where some materials and labor range higher, its cost will average about \$1,800.

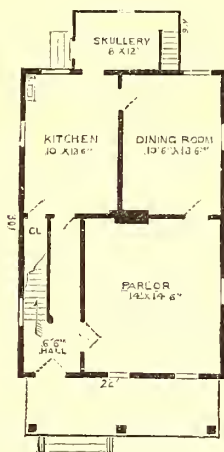
At Rutherford, N. J., may be seen three examples of this design. They stand on Ridge Avenue—about ten minutes walk from the Depot. The owner placed them in a row, thereby very much damaging their general effect, by producing a monotonous appearance. We know of no design that will stand more than two examples in the same block, without detracting in some way from their desirableness. As is suggested above, if the same plan is desired, the roofs and ornaments should be varied so as to destroy any disagreeable sameness.

Cost at New York, \$2,000.

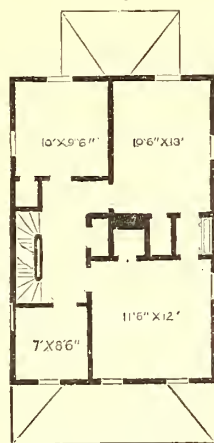




PERSPECTIVE.



GROUND PLAN.



CHAMBER PLAN.

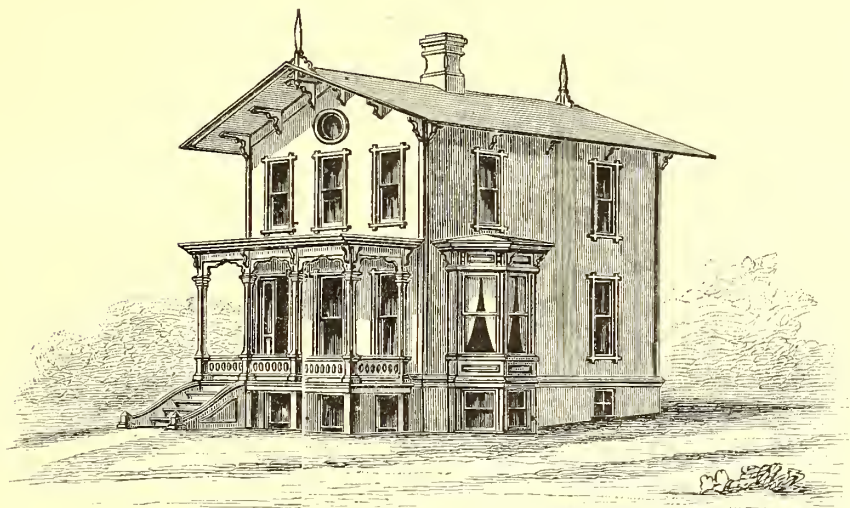




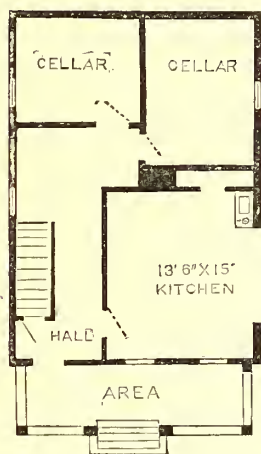
### *Plate No. 3.*

Here is another variation of the same dimensions (20x30). In this case the lots sloped from rear to front at the rate of three feet in twenty, and it was not convenient or desirable to grade them level. The natural suggestion was for a basement kitchen in the front part of the cellar. The house, fronting south-west, would allow plenty of sunshine in the bay-window, thereby assuring a dry, light, healthy atmosphere. The house was set up on a foundation high enough to cause the piers under the piazza to be 4 feet 6 inches high, above the area coping, and the basement to be 7 feet 6 inches in the clear. One thought of the owner was to arrange for the occupation of two families, and for that reason a kitchen is noted on the parlor floor plan. The bay-window in the parlor is a very pleasant addition, and the balustrade around the piazza contributes to the good appearance of the front, although it was placed there from necessity. It will be observed that there are three windows across the front, and that they are slightly more ornamental than those of the former plates. The roof of this building is constructed on the same plan as that of No. 1, with the exception that it is dropped down to a quarter pitch, thereby preventing any opportunity for finishing up rooms in the attic. The general construction, materials and finish, are about equal in quality to the two preceding numbers. The roof is too flat for slate or shingles, thereby requiring tin, which was well nailed on and soldered complete. The exterior painting of this building was executed in the colors numbered 69 and 121, of Harrison Bros. & Co.'s "Town and Country" ready mixed paints; and presents a very pretty, neat appearance. The chamber over the parlor was finished with a cornice and centrepiece, so as to answer for a second parlor, in case it should be required for such a purpose. This building would answer very well to stand as neighbor to Nos. 1 and 2, placing No. 2 in the centre.

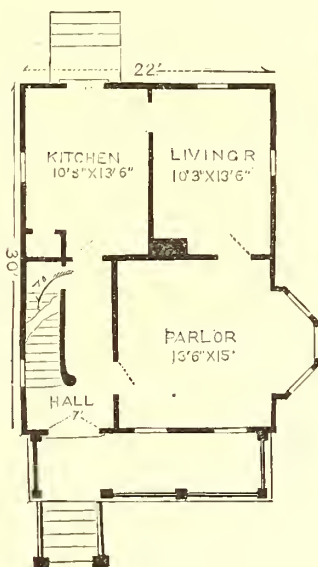
Cost at New York, \$2,000.



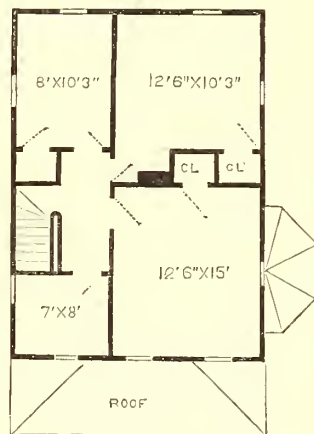
PERSPECTIVE.



BASEMENT PLAN.



PARLOR FLOOR.



CHAMBER PLAN.







## *Plate No. 4.*

The twin cottages represented in this plate, may be built in duplicates across an entire block, thus forming a continuous row; be used in pairs, as in this example, or separated into single houses. For the purpose of economy, or appearance, the twin form as shown in this plate is preferable. In case of its being erected in separate houses, the twin window over the entrance porch would be abolished, and a single one, placed a suitable distance from the corner, to correspond with the one now shown on the outside, would be used.

The plan would be increased to 18x26 feet, outside, and the entrance porch widened one foot. The roof should also be lifted up about 18 inches, so as to allow a deeper cornice, and more enrichment, while better ventilation under the roof would be afforded. These buildings stand on lots sloping from front to rear, falling 3 feet in 30. The basement is used for a kitchen in the rear, and a dining and living room in front. It is well out of ground, so as to bring the kitchen (rear) door sill above the surface about 6 inches, while the front is about two feet below the area coping.

There being no cellars under the houses, the areas are extended under the steps, which are neatly enclosed, thereby affording very comfortable coal-houses. There is no space wasted for the purposes of a hall in the front basement, the door at the head of the stairs, and the hall on the parlor floor, obviating any real necessity for such a waste of space and materials in a house of this character. This house, especially if used separate, should be built of brick, although the ones shown in this plate have only brick basements.

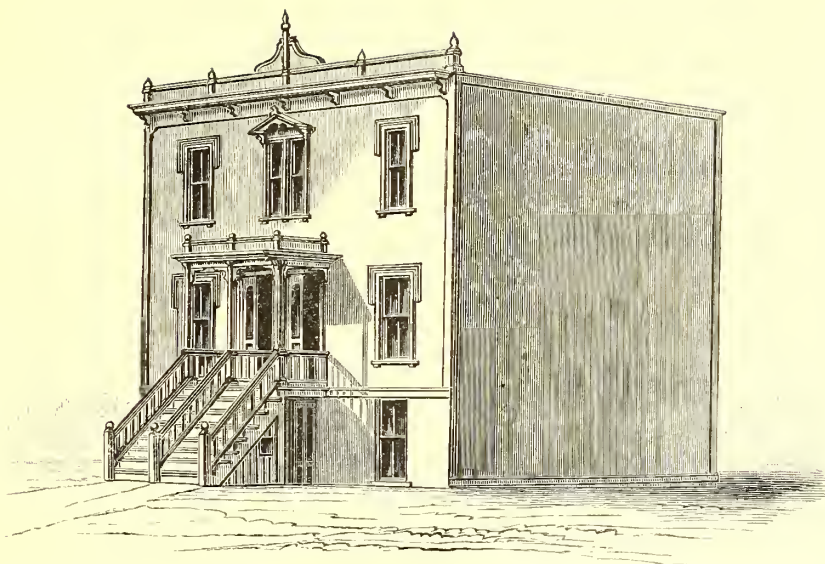
The roofs being flat necessitate the use of tin or its equivalent. The water all being thrown to the rear, is caught in a V gutter, and passed through one leader for each house to the cistern, to which the pump, at the sink in the kitchen, is connected.

The finish of these houses is plain and neat, the parlors only are molded.

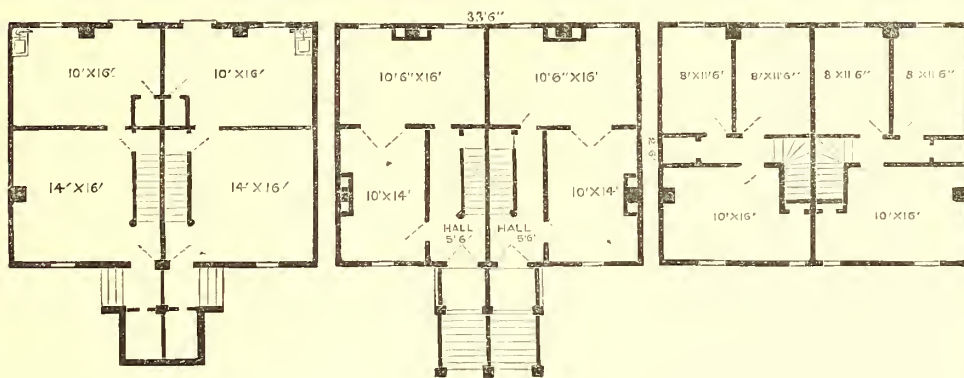
They have proved to be very comfortable, pleasant little houses to live in.

The roofs are covered with patent Asbestos roofing, and thoroughly coated with the roof coating. The expense of the roofs being about one half that of tin, at the time they were put on.

Cost in New York, \$1,000 and \$1,200 Each.



PERSPECTIVE.



BASEMENTS.

PARLORS.

CHAMBERS.





## *Plate No. 5.*

The outline form of the cottage before us in this plate is the same as that of Nos. 2 and 3, with the exception that it is 36 feet long, instead of 30. The arrangement of the plan, however, is radically different, in that the longest diameter is presented to the street. The hall, dividing the space in the centre through its shortest diameter, groups the rooms in two separate sections. By this arrangement, both the dining-room and parlor have windows looking front and rear, which, in this instance, is very desirable, as the rear looks out upon a beautiful mountain valley, while the front commands a view of the passing street life.

This method of placing a hall, where, as in this plan, it is of a fairly comfortable width, affords the opportunity during the Summer months of inviting the "gentle zephyrs" to pass directly through your house, besides admitting of ready access to all the rooms from the halls.

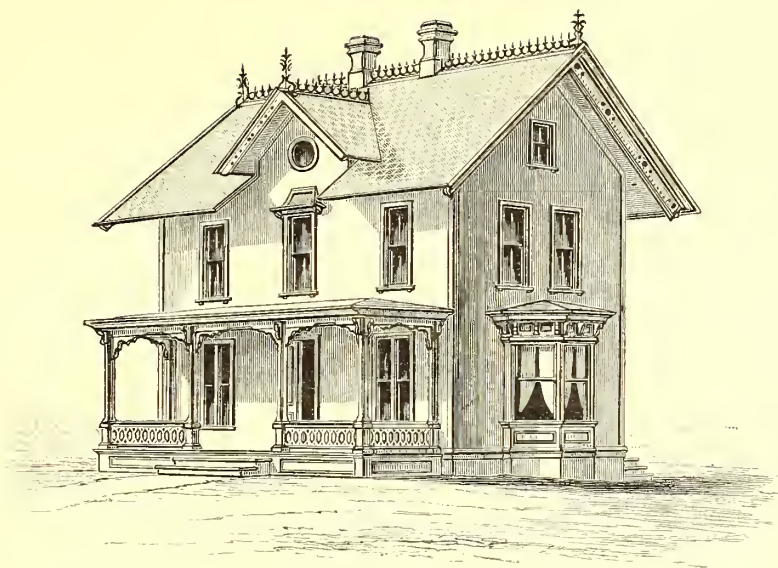
This is another example where it was desirable to place the kitchen in one end of the cellar or basement, on account of the lay of the land, which slopes from the main thoroughfare or street, off towards, and finally into a broad beautiful valley.

The cistern is placed under the front piazza, is 6x20 feet, arched, and is three feet deep under the foot of the arch. A pipe is taken from a point two inches above the bottom line, which is caused to incline slightly toward the outlet, directly to the sink in the kitchen, where there is a faucet through which the water from the cistern is drawn without the use of a pump.

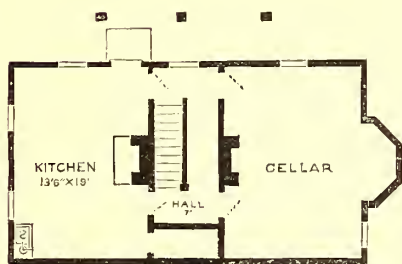
The veranda, across a portion of the rear, affords a pleasant retreat for the "smoker," of a warm Summer evening, while at the same time it covers the basement entrance, and permits a passage from the main hall, by way of a flight of steps at one end, to the rear grounds.

This house is finished inside about as is described for No. 1. The roof is covered with slate, and the ridges ornamented with iron crestings and finials. The attic is finished in two comfortable rooms and a hall, so that there are eight good rooms in all, and a fair amount of closet room. The cellar is very convenient to the kitchen, while the wide, light hall between them effectually protects the one from the influence of the other.

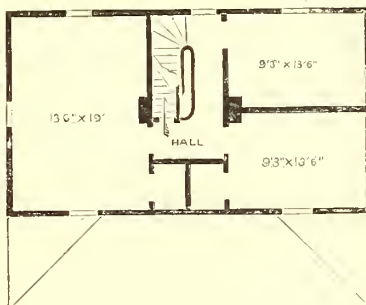
Cost at New York, \$2,200.



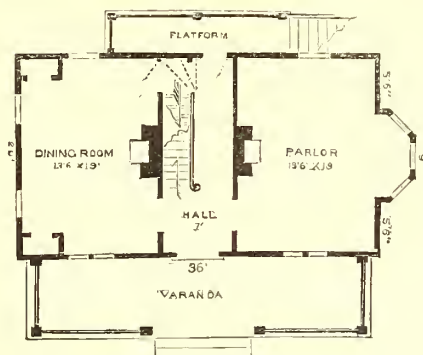
PERSPECTIVE.



BASEMENT PLAN.



CHAMBER PLAN.



GROUND PLAN.







## *Plate No. 6.*

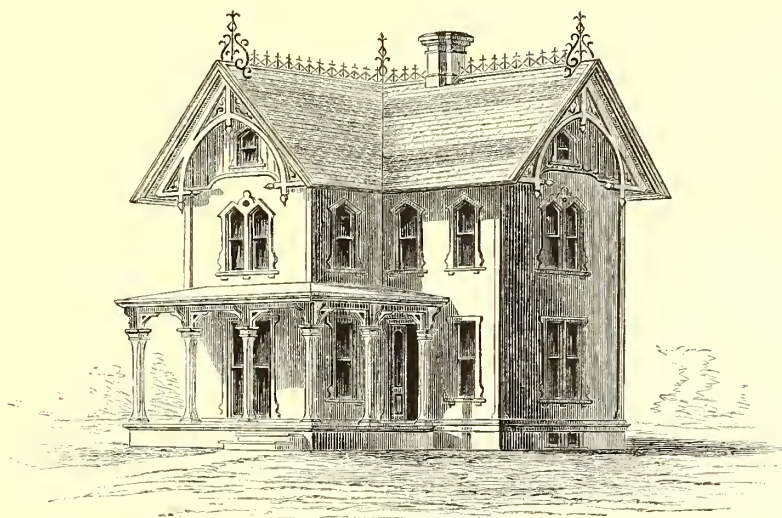
When it was desired to construct the house represented in this plate, a more ornamental and diversified exterior appearance was wanted than is presented in either of the former plates. Although our old friend Copley has fully demonstrated that it is possible to take a plan of a simple square or rectangular outline, and construct over it a roof, labored with gables, gabletts, towers, dormers, pinnacles, chimneys and finials, to such an extent as to completely annihilate all hint of plainness, and actually create in its stead a gorgeous variety of intensely engaging interest.

Yet he has not so far, that we are aware, been able to demonstrate that a variety so composed can be produced with as reasonable an outlay, as an equally good effect can be obtained by working over what we term a broken plan. Angles give a natural opportunity for ornamentation, and, when handled with reasonable care, at once produce pleasing combinations. It is, however, more expensive to enclose a given number of cubic feet of space with a broken plan than it is with a square or rectangular form, where there is no desire or necessity for exterior variety of any considerable extent. The plan before us does not afford as many desirable rooms for the same proportion of outlay as is obtained in No. 5. There is, however, a larger closet accommodation, and a very comfortable little bath room besides.

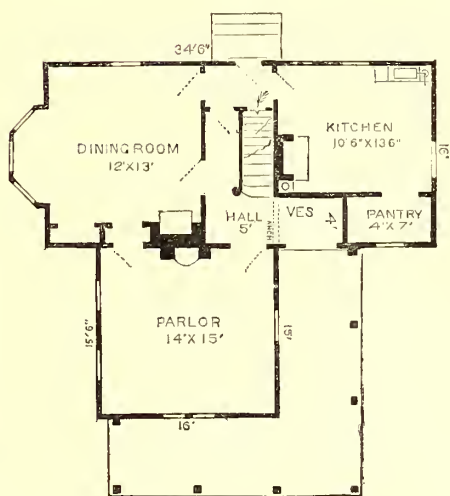
The dining-room and parlor, with the rooms over them, are heated by the use of two fire-place (or Baltimore) heaters; while the room over the kitchen is supplied with hot air from the range in the kitchen, which has a heating apparatus attached to it. The two attic rooms obtain ample heat for ordinary chamber purposes from the hall, and the heated chimneys passing through them.

The roof is covered with two colors of slate, laid in bands. The ridges are ornamented with cast-iron crestings and finials, of the "Yates" pattern. The gases of the kitchen are cut off from the living rooms by the introduction of the enclosed space in the rear and of the hall, as shown. Both the interior and exterior trimmings and furniture are of about ten per cent better quality than those specified for No. 1. The bay-window to the dining-room allows a view front, and is found to be a great comfort.

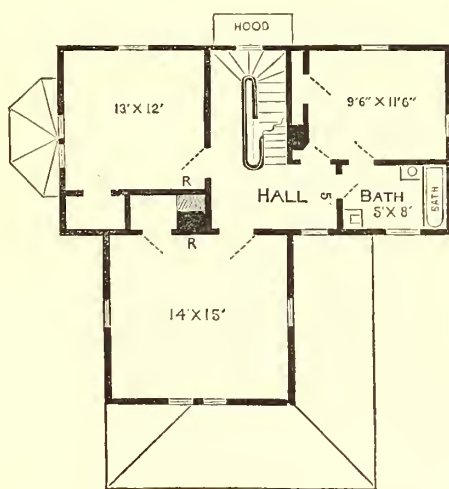
Cost at New York, \$3,400.



PERSPECTIVE.



GROUND PLAN.



CHAMBER PLAN.





## *Plate No. 7.*

About fifteen years ago, what is generally known as the French roof was drawing near its climax of popularity; at that time, however, it was seldom used on a building less than three stories high, as most of our architects had not yet fathomed the art of making such a roof look elevated, dignified and pleasing, on a two-floor dwelling. The absolute popularity of the Mansard, as first introduced, did not hold at par over half a dozen years; its unpleasant rigidity, and remarkable tendency to monotony proved sufficient to produce a reaction, unfavorable to its being generally accepted as the style. So that about eight years since a general disposition began to show itself on the part of designers to mix up the French with the Swiss, and especially the Gothic, introducing gables, gablets, dormers and hoods of a decided Gothic character, very much changing the first rules, and wonderfully benefiting the style, especially where used on a two-story building.

The example in the plate before us is one of the more recent methods we have used in treating the two-story mansard; this combination of design very nearly, if not quite, overturns the undignified, squatty effect, that is generally the most unsatisfactory feature in connection with this class of houses. There is about a four-feet space between the second floor ceiling and the roof beams, which affords ample opportunity for ventilation.

The cornice is lifted five feet above the second beams, and the side walls are only battered in from a point about six feet above the second floor; which, to a very great extent, eradicates the most unpleasant feature in connection with French-roof chambers.

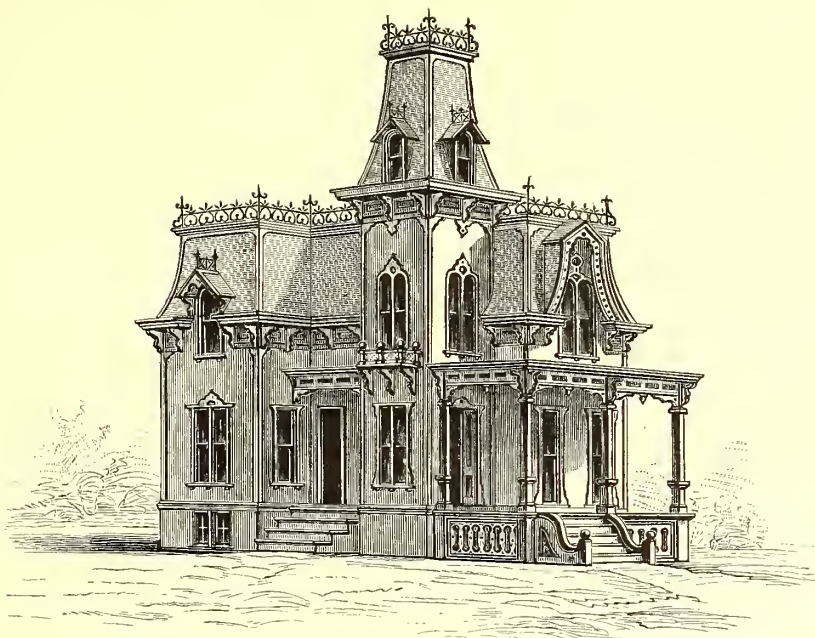
The plan of this house is but slightly different from one we have used, with various modifications, in a number of instances, and has been found to afford as many pleasant, desirable points as any arrangement we have ever made in a building of about its cost.

The tower adds very much to the dignity of its exterior effect; allows of a pleasing treatment in the hall, benefits the room over the hall, and does not add but about \$200 to the total expense.

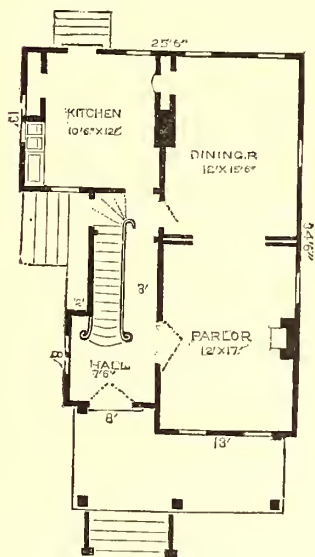
The construction, finish and trim, is of the same class as that of No. 6.

Cost at New York, \$3,200.

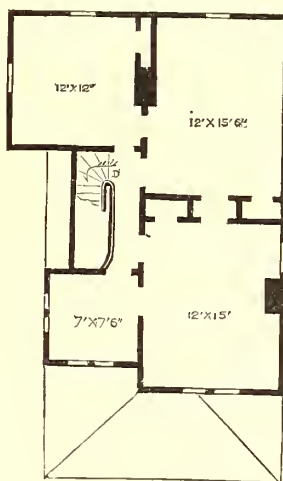




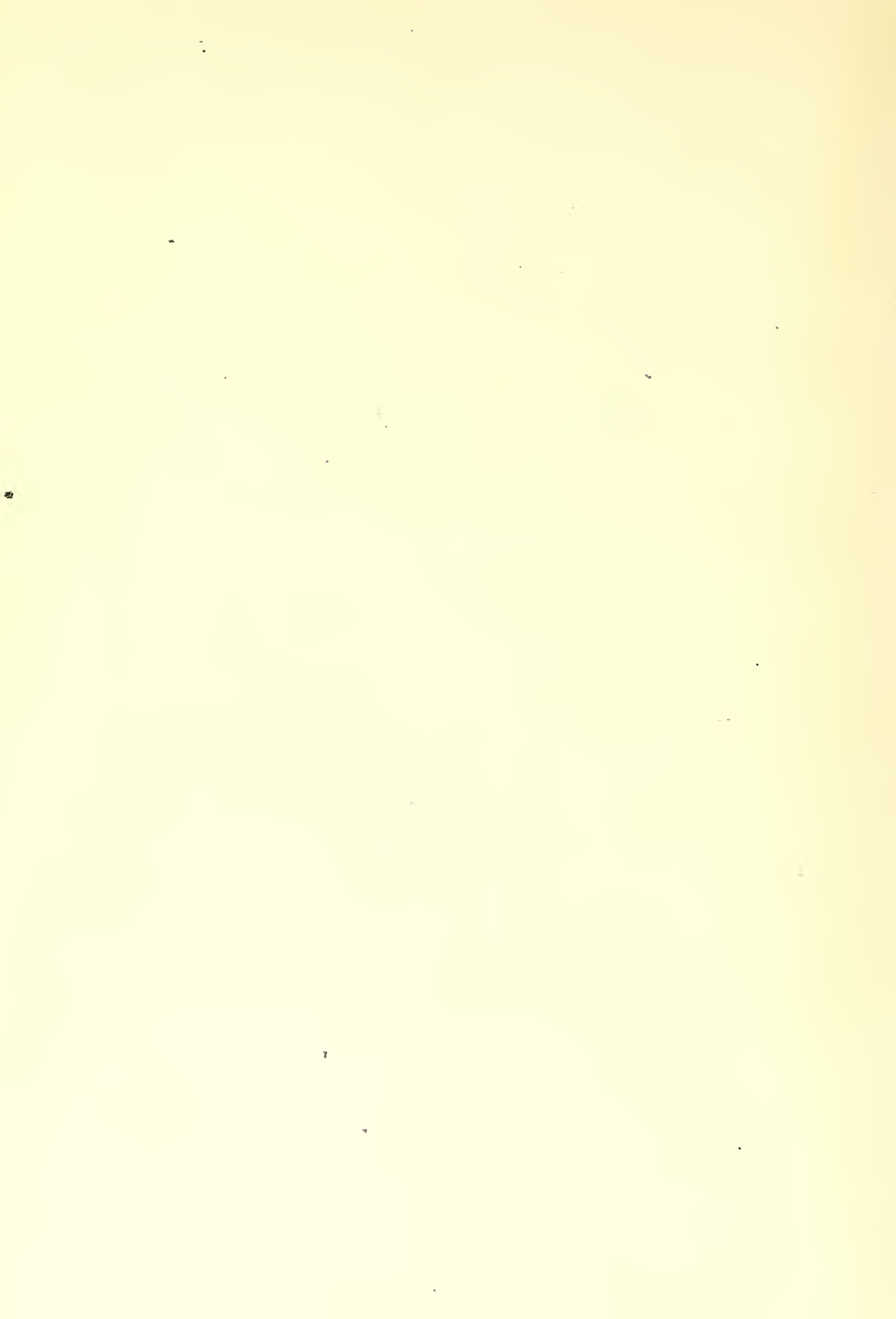
PERSPECTIVE.



GROUND PLAN.



CHAMBER PLAN.



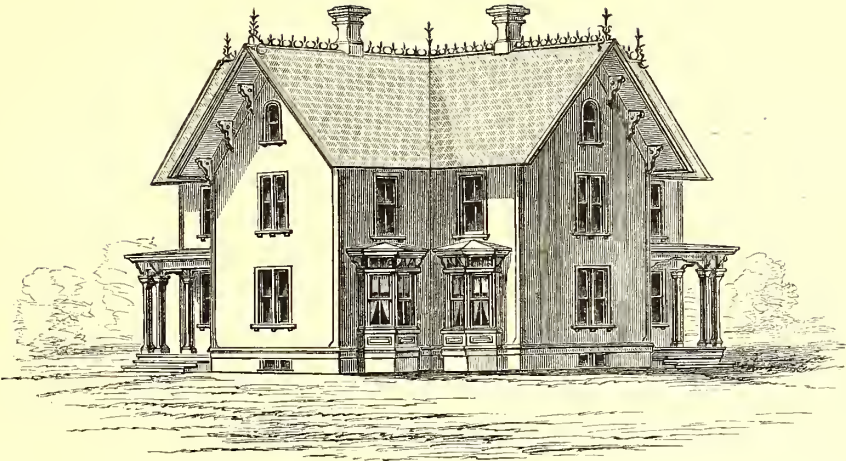


## *Plate No. 8.*

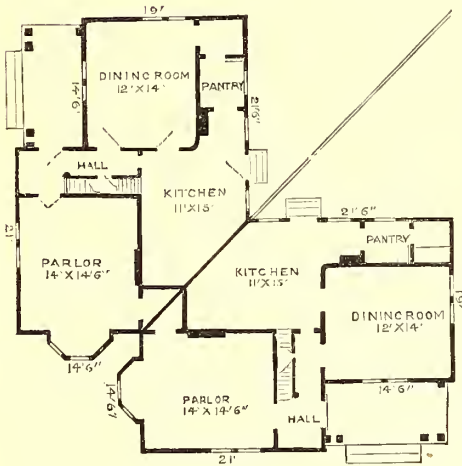
We have represented in this plate another form of twin buildings, which were produced under rather extraordinary circumstances. The lot on which they stand is a corner, 100 feet square, on two, about equally desirable streets. The owner had two customers who would take half the plot each, provided they could get a plan for building such houses as they wished thereon; one fronting on one street, and the other fronting on the other street; both to sit equally distant from the streets, and both to have their parlor bays looking towards the corner, also both to have their entrances equally distant from the corner, as far away from it as possible. The buildings were to be low priced, and there was no objection to dividing the plot in any form that would accomplish the object, provided the houses were satisfactory. One other condition, that every room should have the use of a chimney, if wanted, was also a part of the requirements. When the complete proposition was first stated, it looked like a difficult one to solve, but after some thought and sketching, we produced the plans shown in this plate, which fully met the requirements, and gave entire satisfaction.

The buildings, being placed exactly in the center of the plot, allow 25 feet from each front to the fence line, and also 25 feet from the ends of the dining-room projections to the side fences. The back yards are divided with a tight board fence through the angle, as shown, and the same style of fence encloses the yards on a line with the rear walls, thus shutting in a space about 46 feet square in the corner most distant from each street. A capacious cistern is placed so as to accommodate both houses, and one cesspool answers for both. The bay-windows were placed on the ends of the parlors instead of the sides, which would have allowed them a view of the corner, because of the improved interior effect they give to the rooms so placed. Each house contains eight comfortable rooms, two being finished in each attic, and all rooms have good closet accommodation. The dining rooms, which are also the living rooms, look directly on the streets, affording the occupants the pleasant diversion of inspecting the passers by. These houses class in their construction and finish with No. 1.

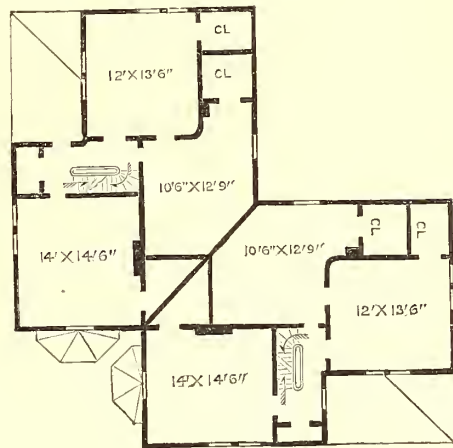
Cost at New York, \$2,000 Each.



PERSPECTIVE.



GROUND PLAN.



CHAMBER PLAN.





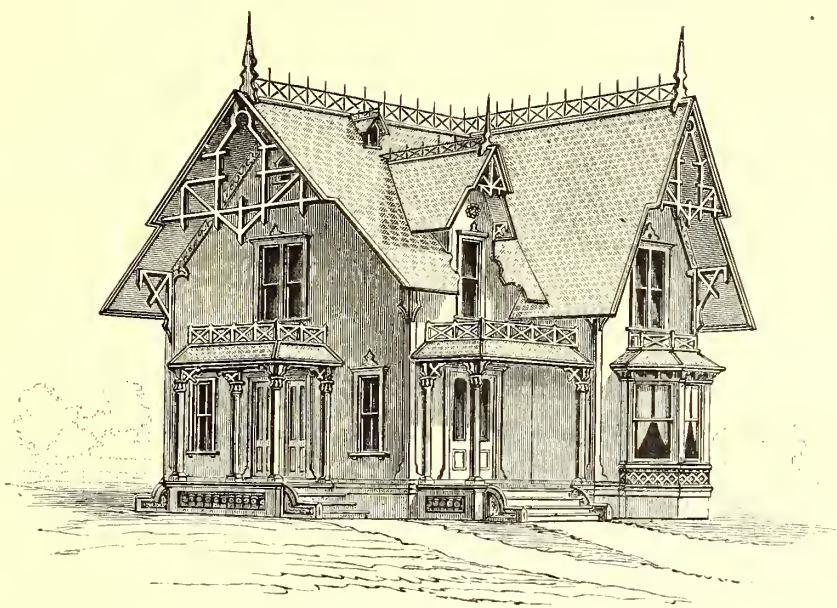
## *Plate No. 9.*

In planning the arrangement and grouping of rooms in which human beings are to spend their days, homes to be established, children reared, labors of love and toil constantly performed, great care and thought should be given to the probabilities of future needs and accommodations, as well as to the present ideas of necessity and comfort. We have often been required to make plans, which had about as much adaptability and concern in their make-up, for little feet which "patter in the hall," as a sub-cellar has for the comfortable use of a Sunday school. There are two things which should never be lost sight of in house planning, whatever else may be waved or overlooked. First: That it is not only the home center, the retreat and shelter for all the family, but that it is also the workshop for the mother and her helps'. It is not only where she is to live, and love, but where she is to care and labor. Her hours, days, weeks, months and years are spent within its bands; until she becomes an enthroned fixture, more indispensable than the house itself. Second: That the little ones have not only need to be sheltered by a roof, protected by walls and provided with a bed, but they must also have comfortable runways and conveniences for romp and sunlight, in order to have happiness and health, without which home is but a "whited sepulchre." This second point should be kept in view, while at the same time it is constantly remembered that anything which will economize steps and labor for the worker is of the utmost importance. The plans presented in this plate have attained to a considerable degree of success, with reference to the points above named. The porch, placed by the side of the kitchen and main hall, is in a sunny exposure, and communicates with a center hall, through which the youngsters can bolt, without the necessity of disturbing that part of the house which so strangely sympathizes with the nervous system of the housekeeper. The passage between the pantry and water-closet, and the body of the house, effectually cuts them off from the living rooms, while they are within convenient, comfortable, reach of them. The kitchen and dining-room are equipped with appliances which make them easy of communication, while at the same time the latter is well protected from the smell of the former.

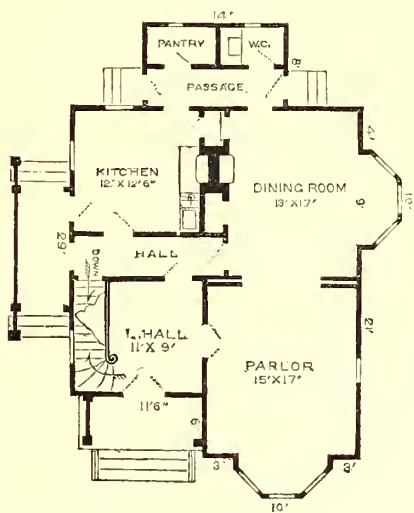
The class of this house is the same as No. 6.

Cost at New York, \$3,500.

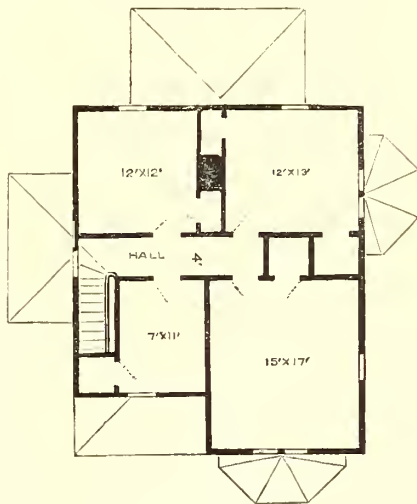




PERSPECTIVE.



GROUND PLAN.



CHAMBER PLAN.





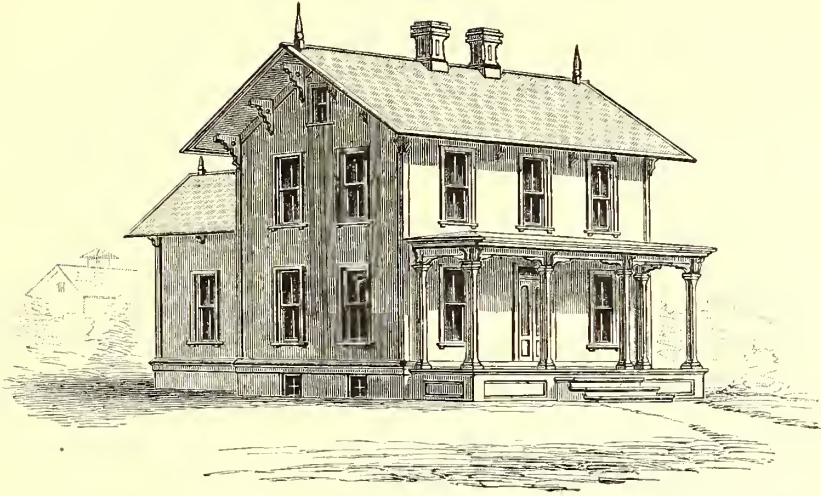
## *Plate No. 10.*

While there are certain requirements that every dwelling house must of necessity possess, in order to entitle it to any respect or consideration on the part of the progressive home builder, yet there is a very great breadth of difference between the actual demand for exterior appearance, and certain peculiarities of internal arrangement on the part of different persons, arising from their different standpoints of tasteful culture, habits of life, occupation, and education, even among those who are financially on a par.

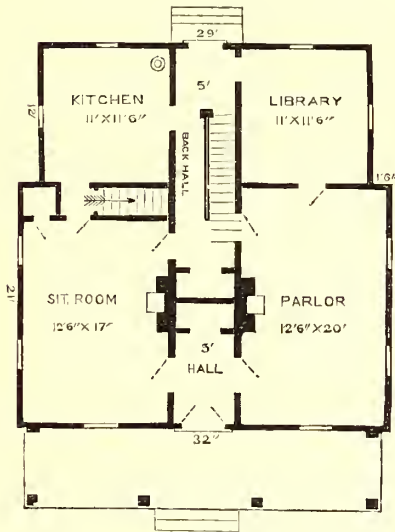
The farmer, whose buildings are situated upon an unfrequented road, and whose income is limited to certain bounds, beyond which it would be hopeless for him to attempt to go, would not be justified in the eyes of a prudent judge in expending any very considerable sum on elaborate exterior ornaments, or rich interior decorations, which annually require considerable outlay to keep them in repair, and protect them from the elements.

A neat, pleasant, exterior effect, with as few angles of roofs, or walls, as possible, with a convenient arrangement of the interior, not overlooking a degree of luxury, in the size and adjustment of the rooms, would be the direction of thought commendable under such circumstances. The building before us in this plate represents a modern-sized farm house, which was erected on Long Island by a gentleman under circumstances similar to those indicated above. The rooms are all of good, comfortable size, well arranged, and the library indicates a degree of, and desire for, the culture of the mind, as well as fields and appetites. There is a cellar under the house, with a grouted and cemented floor, ceiling plastered one coat, and all walls and ceiling thoroughly whitewashed. One portion of the cellar has a milk-room completely fitted up in it, and the other is used for the storage of coal, &c. The rear hall, which is entirely cut off from the front, is the one commonly in use. Two rooms are finished in the attic. The entire construction, finish and trimmings, is of a good, plain, substantial nature.

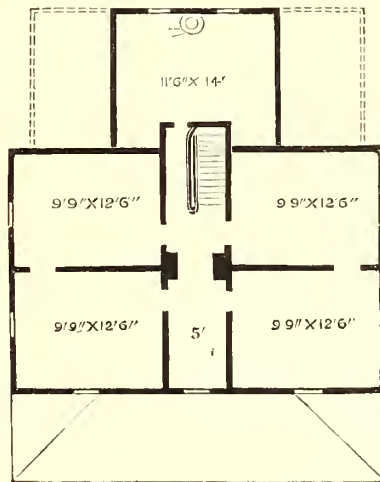
Cost, \$2,500.



ELEVATION.



GROUND PLAN.



CHAMBER PLAN





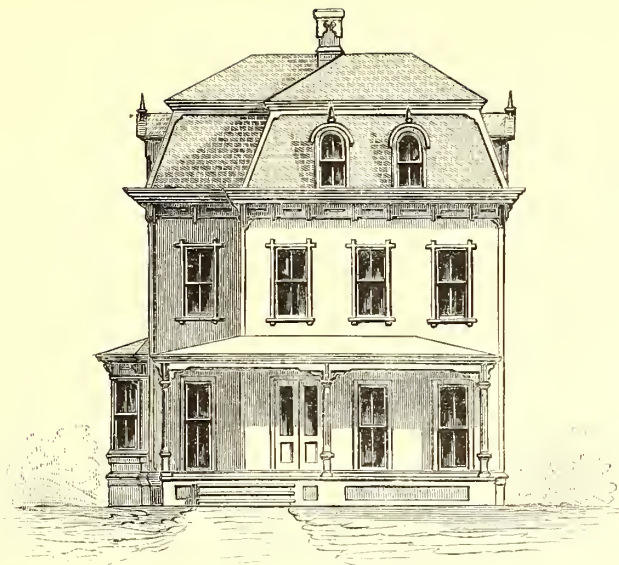
## *Plate No. 11.*

The roof of this building is constructed on what might be called purely Mansard principles. The main portion of the house has three fine rooms finished up in the attic, which are amply provided with closets.

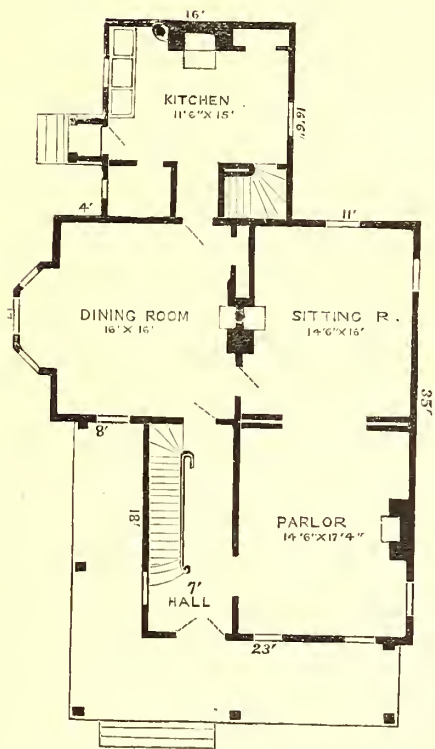
The tank, which acts as a reservoir for the waterworks, is also situated in the rear end of the attic hall, and receives its supply of water from the gutters over the deck cornice, and also through the operation of a force and lift pump in the kitchen. The entire roof, deck and batter, is covered with slate, well nailed on with tinned nails, under which is laid good roofing felt well lapped. The entire outside walls, and roofs of the frame, were covered with common matched and faced pine, thoroughly nailed on. The weatherboarding is first quality of narrow, beveled white pine, nailed on with Boonton sixes, over resonated felt sheathing paper. The piazza is covered with tin, and ceiled underneath, with  $3 \times \frac{5}{8}$  inch pine ceiling boards. The floors are laid with  $1 \times 4$  to 6 inch white pine flooring, thoroughly blind nailed down, best on the first floor. The stairs are finished with an 8-inch enriched newel, 4-inch toad-back rail, and  $2 \frac{1}{4}$  inch fluted and turned balusters, all black walnut, well finished with shellac, in still polish. The wash-basins in the two main chambers are set up in arched recesses, with molded corners, and a complete nest of drawers; a cupboard over them, is fitted up in the closet at one side of the basins. The bath-room is thoroughly fitted up, and plumbed, with bath-tub, wash-bowl, and water-closet, and is wainscoted with walnut and ash, 40 inches high. The kitchen is provided with an elevated range, wash-trays, pump and sink, all thoroughly plumbed; and the walls wainscoted like the bath-room. There is a cellar under the whole house, grouted and cemented, and the ceiling plastered, with walls and ceiling neatly whitewashed. The plastering is all three-coat work, finished hard and white. The trimming in the three principal rooms is 7 inch, richly molded; in the chambers on the second floor, it is 6 inch, and in the attic 5 inch, plainer. The exterior is painted a bright straw color, with a slight tinge of bronze, and trimmings to suit. The arrangement is to heat the entire house either with stoves or a furnace. A furnace is used.

Cost at New York, \$5,000.

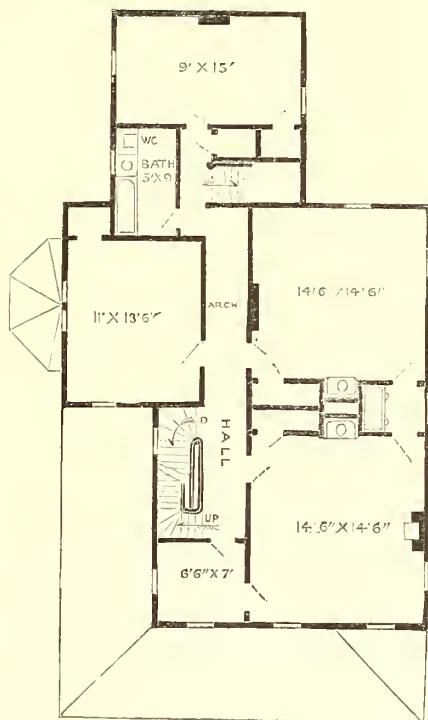




PERSPECTIVE.



GROUND PLAN.



CHAMBER PLAN.



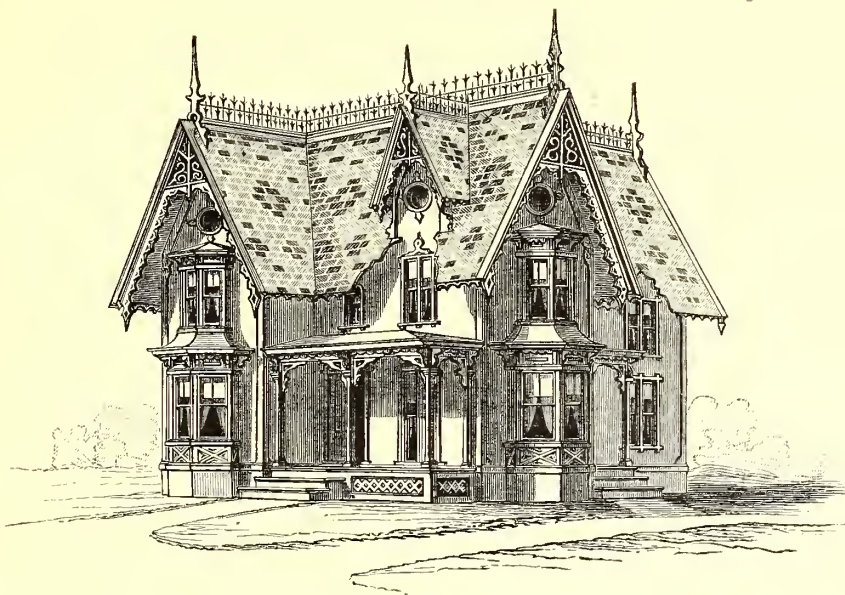


## *Plate No. 12.*

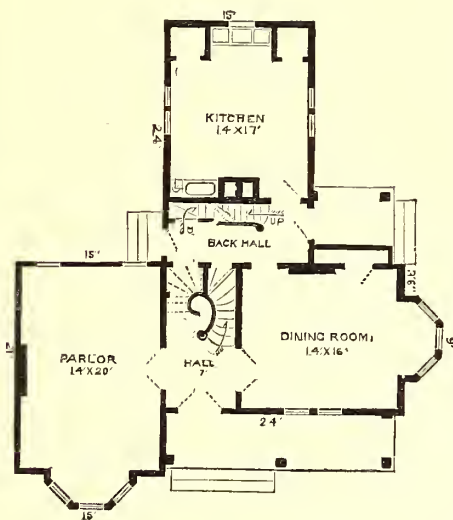
The cottage villa, illustrated in this plate, is considerably more enriched, in its exterior detail, than any of the buildings represented in the preceding pages. As we have so far had but little to say about architectural styles, we will only say, in reference to the style of this building, it is designed in what might be said to be a sort of an Americanized Gothic style. Let that be as it may, however, it has proved to be a very picturesque and attractive house. The roof is covered with green slates, figured with blue black, which harmonizes to a remarkable degree with the surrounding foliage, and presents a very engaging appearance. Its ridges are set with an iron cresting, of the "Yates" pattern, painted a deep sky-blue, with all the tips gilded. The frilled drapery passes entirely around the gables and eaves, effectually breaking up that harshness so common to straight cornice lines. The peaks of the gables, and gablets, are filled with a neat tracery, cut out of two-inch pine, and carefully secured to a back-board, which was first painted three coats of blue-black. The eaves project 3 feet 6 inches, which is very heavy, and, in consequence, are cut out on scrolled lines, over the side windows, to let in sunlight, and remove all unpleasant stiffness of appearance. The two-story bay-windows are an exceedingly pleasant, pretty, interior feature, besides adding very much to the exterior richness of effect. They were not introduced wholly for looks, but partly, also, for the purpose of inviting in air and sunlight, and thereby be made to contribute to the health and happiness of those who are caged within.

The internal arrangement is one of decided ease, and considerable elegance; is well adapted to Summer purposes, and is a good selection for the climate on our fortieth parallel of latitude. The bath-room, kitchen wash-trays, range and sink, are completely and thoroughly plumbed, and the general interior finish is made to correspond with that of the exterior.

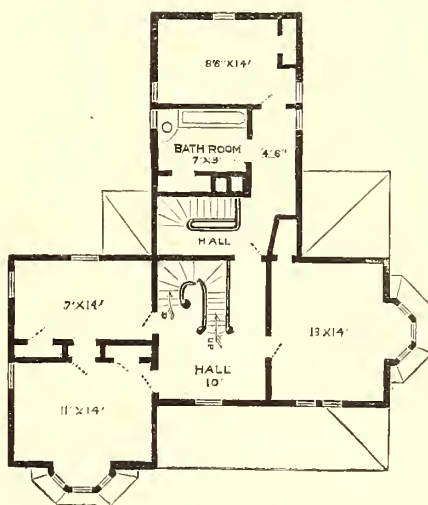
Cost at New York, \$4,800.



PERSPECTIVE.



GROUND PLAN.



CHAMBER PLAN.





### *Plate No. 13.*

The difference between the plans of this house and those shown in No. 9 consists mainly in the arrangement of the small extension. In this case we ran the partition through the passage and used a part of the space for a flour and crockery closet; placed the pump and sink in the pantry, and left the kitchen free of all permanent incumbrances. The attic in this building is also finished up with three pleasant rooms, about 7 feet in the clear, and a large open hall over the dining-room corner, which necessitates a second flight of stairs. In plate No. 9 the attic is of little use, except for ventilation and light storage, and is reached by a step ladder through a large scuttle, over one of the largest closets. The position of the plan in this case is reversed from the other, in order to suit the exposure. With reference to the exterior of the two buildings, there is a very radical and marked difference. Here we have a fully expressed Swedo-Italic exterior, with broad roof projections, heavily trussed, and deep bracketed window hoods. While in the other case, the style may be said to be semi-Gothic, with a little of the French expression about the roofs of the porches and bays.

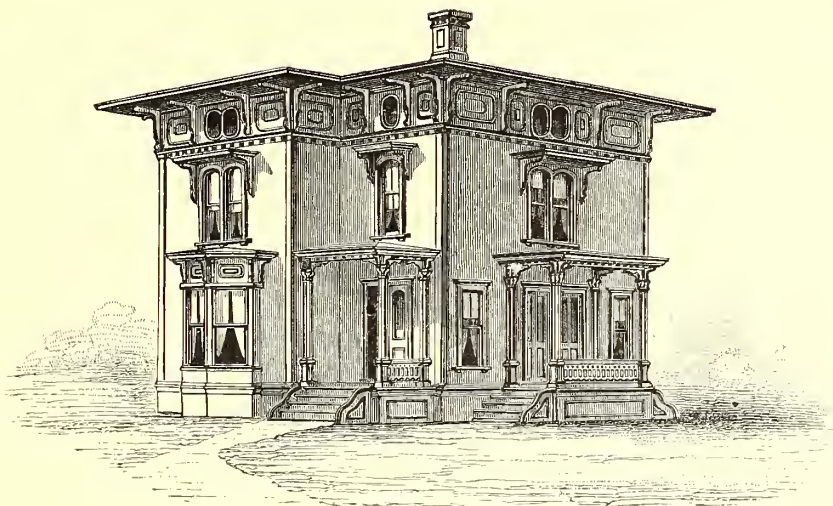
This building was designed to be executed in brick, but we have shown it as in wood, or cement, with molded corner bands.

If brick is used, as smooth a surface as possible should be preserved, and after the mortar is thoroughly dry, three good coats of paint should be applied, in some bright, lively tints. The quality of trimming on the interior, with the finish and furniture, are about the same as those used in No. 9. The roof, being a very low pitch, is covered with tin, thoroughly nailed down and soldered.

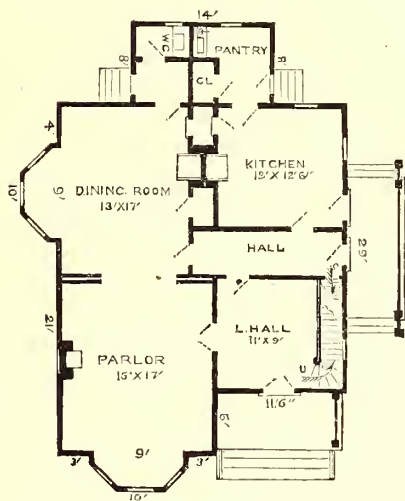
Cost at New York, Wood, \$4,000.

“ “ Brick, \$4,600.

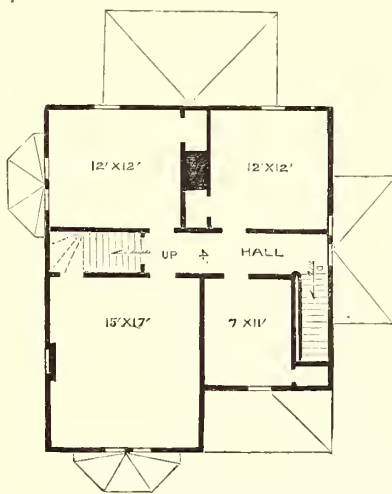




PERSPECTIVE.



GROUND PLAN.



CHAMBER PLAN.





## *Plate No. 14.*

There cannot be said to be a very marked difference in the accommodation between this ground plan and that of the one shown in plate No. 13. The kitchen is slipped around in the rear, while the parlor, dining-room, staircase hall, and rear hall, occupy nearly the same position to each other as they do in No. 13. The chamber plan is, however, quite different from that of No. 13. While plates Nos. 9 and 13 are good illustrations of the ease with which the same plan can be covered with buildings of completely different exterior appearance, the ground plan of this plate serves to show how the same general internal appointments may, with a moderate shove, be placed so as to give a very different outline effect.

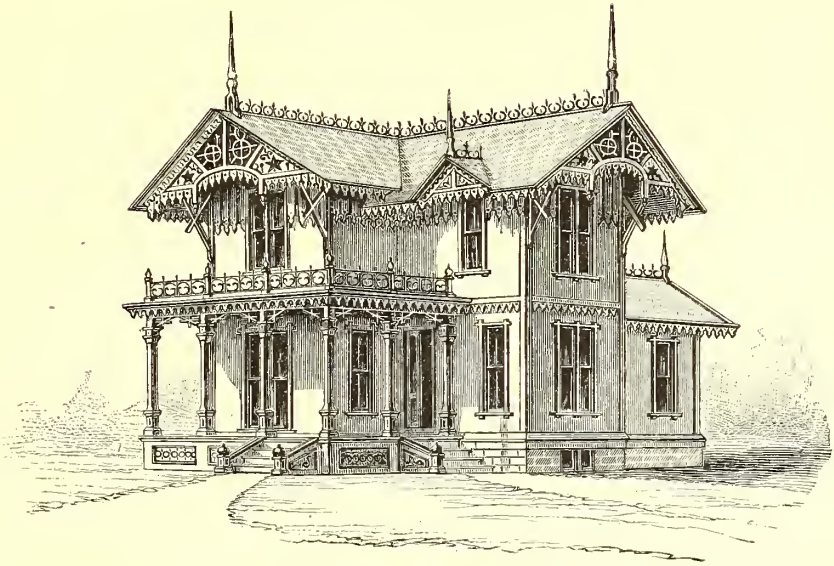
The building represented in this plate was designed for Summer use at one of our seaside watering resorts. For Winter occupation it should have another chimney, or be provided with a small heater in the cellar, which would make it as suitable for Winter use as it is for Summer. It is, however, just as it is shown in this plate, admirably adapted for street use in most of the picturesque little cities and towns of California. Its exterior form and ornamentation is of the Swiss style, although the stories are higher than are generally used in Swiss buildings. The almost excessive frill work gives it a very pretty, although a rather tawdry appearance. The purple slate roof and gold tipped ridge crestings add very much toward its enrichment.

There is a cellar under the main portion of this house, which, by the way, should never be omitted from under any house where human beings are expected to live, and it should be made absolutely dry, be kept clean and well ventilated.

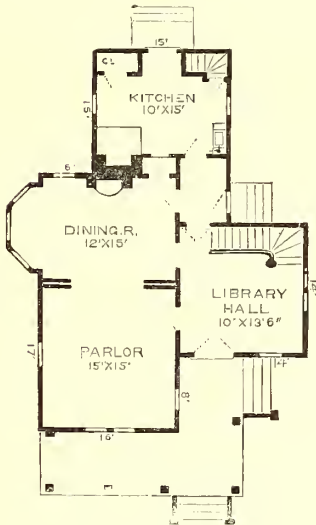
The balustrade over the piazza is iron, and the foundation walls above ground are squared stone.

The entire exterior, wood and iron work, is painted three good coats, with a bright, lively body color, and trimmed in two neat, appropriate shades. The interior is finished neatly, and painted in light party colors.

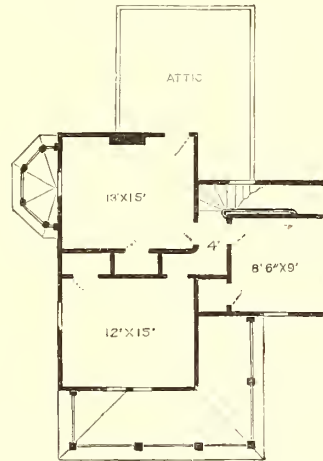
Cost at New York, \$3,000.



PERSPECTIVE.



GROUND PLAN.



CHAMBER PLAN





## *Plate No. 15.*

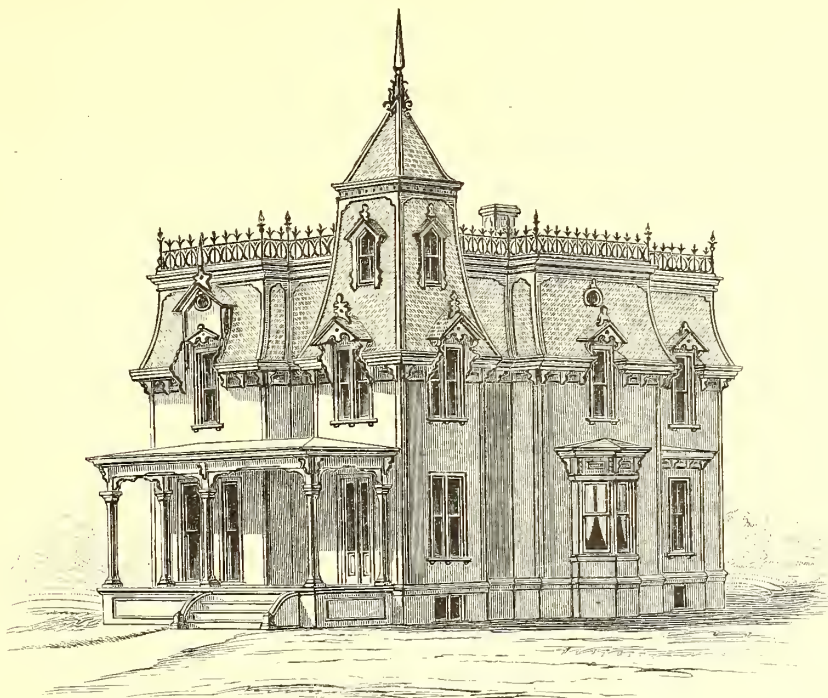
We have in this plate another modification of the two story French roof; in this instance the outside walls are carried up perpendicular to a point just above the ceiling of the second floor. Where the batter is commenced, and carried up four feet to the deck plate, the batter line is carried down on the outside of the building three feet below the second ceiling, forming an overhang, below which the main cornice is constructed. There is an attic obtained by this method, which, by giving the roof a good drying pitch, is about seven feet in the clear at the highest point. This attic is mainly serviceable for the occupation of a reservoir-tank, for general storage, and for the convenience of reaching the third room in the turret. The main cornice is cut square through at the windows, four inches back of the hanging styles, and is butted against heavy, enriched brackets, which also form the supports for the deep, ornamented hoods over the windows. The slight front projection is considerably benefited by the introduction of a gablet, which is carried up high enough to receive one of the spherical windows, which open into the attic.

The plans of this building present a well centralized arrangement, and contain elements of comfort and convenience, that are rarely excelled with the same amount of outlay. We have constructed a number of these buildings, all of which were more or less changed from the rest, in order to suit the position in which they are placed, and the peculiar requirements of the owners. The one here represented fronts south-east, and was finally changed to some extent in its interior arrangements before it was fully completed. The bath-room was placed back of the main stairs, where two large closets are shown in this chamber plan, instead of over the front hall, and the dining and living-rooms as here marked were caused to change places, the store-room and kitchen entrances being arranged to suit.

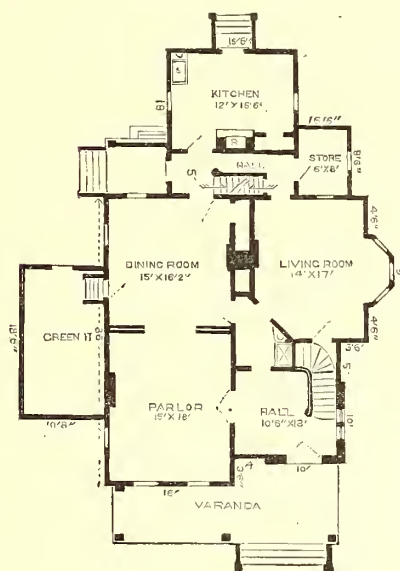
The little green-house, which has a lean-to curvilinear roof, is an exceedingly pleasant feature, and is accessible from the (now) living-room.

Cost at New York, \$5,300.

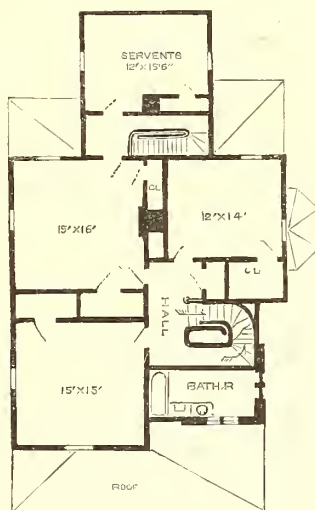




PERSPECTIVE.



GROUND PLAN.



CHAMBER PLAN





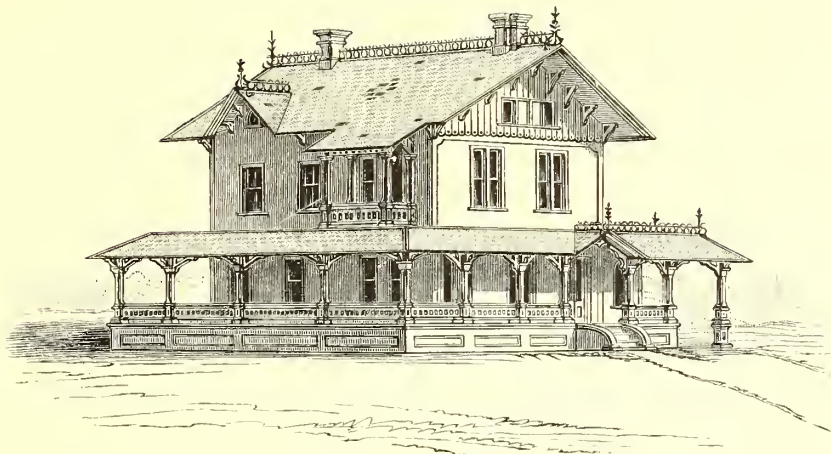
## *Plate No. 16.*

We have in this illustration a building of a simple, rectangular form, with a large pantry thrown out in the rear, which is covered by a portion of the continuous piazza roof, and an office near the front entrance, which is also roofed on a line with the piazza and *porte cochere*, and is accessible from the front hall. The relative positions of the parlor, dining-room and kitchen are quite similar to those of Nos. 9 and 13, although their proportions and surroundings are very different. The commodious butler's pantry, through which it is designed the servants should pass when going from the kitchen to the dining-room, and return, is a feature of decided merit. It is very completely fitted up with shelving, barrel closet, and pastry table; and also contains a dumb waiter which communicates with the cellar, and is the road by which all articles of fuel or food find their way from that part of the house to the floor above it. The chamber floor contains four elegant rooms, admirably arranged, and the attic has also three pleasant rooms fitted up in it. The bath-room is supplied with a bath-tub and wash bowl, which are thoroughly plumbed with hot and cold water.

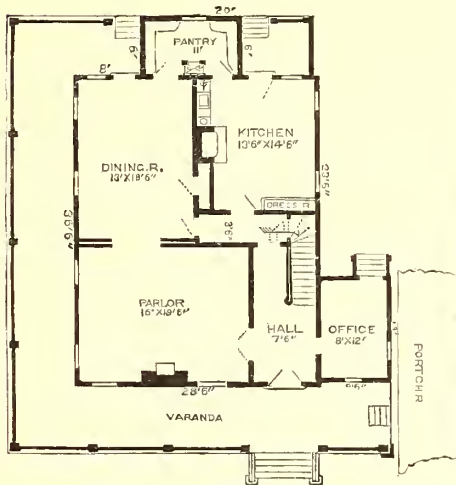
The kitchen is equipped with a range, sinks, and pump, which are also completely plumbed, and all are connected with the reservoir-tank in the attic.

The exterior effect and finish partakes, moderately, of the Swiss villa style. The broad piazza around three sides of the building, and continuing on the same line covering the carriage-porch, is an inviting and pleasant feature of this house. The covered balcony, accessible from the large front chamber, is also a very enjoyable retreat of a warm evening, as it overlooks a broad, beautiful valley, and also commands a view of the depot and a considerable length of the railroad. All the roofs are covered with purple slates, and figured with black and red; except a narrow deck on the north-east side of the house, which is tinned. The crestings and finials are cast iron, and add very much to the exterior finish.

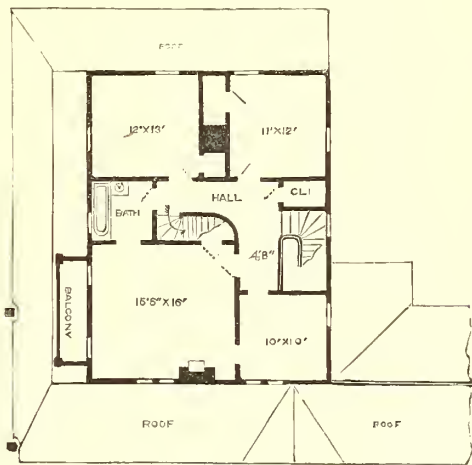
Cost at New York, \$4,300.



PERSPECTIVE.



GROUND PLAN.



CHAMBER PLAN.





## *Plate No. 17.*

It is seldom we meet with what we are pleased to call a regular French-roof house, where there has not been a decided effort at exterior display, that presents a more pleasing appearance than the one represented in this plate. There is, perhaps, more than an average number of angles in the outline of this building, but they fall in place with a remarkable degree of ease, and seem to have lost all that overstrained effect which is so common in this class of buildings. There is, also, a breadth of appropriateness in the composition which seems to disarm one of that growing distaste for this class of design.

The piazzas incline to plainness, the main cornice is moderately ornamented, and the deck is set with small brackets, and carries over it an iron cresting and finials, which greatly embellishes it, and breaks up all harshness of the sky lines. The dormers are of an appropriate pattern for such a roof, and carry a modest amount of ornamentation.

The bay-window in front has a broad, inviting appearance, which adds very much to the front effect; and the building would not be improved, we think, by lifting the bay another story higher.

The interior arrangement of this house, especially the ground plan, when suitably carpeted and furnished, presents that inviting cosy-ness of effect, seldom met with in buildings of moderate cost, and which is most welcome and refreshing to one of artistic tastes.

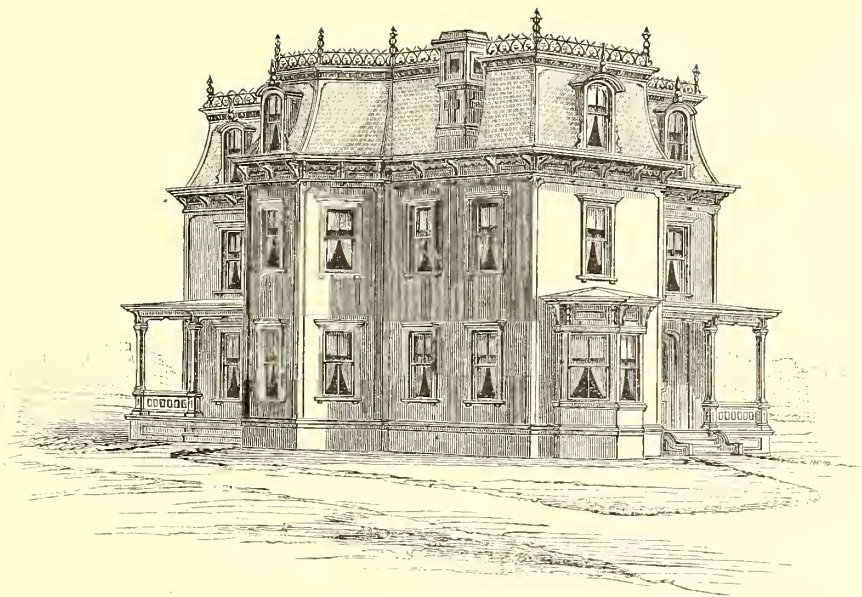
The parlor, living-room, dining-room and hall are so placed with reference to each other, that when the doors of all are set back, the views and communication from the different ones to the others, become features of attractiveness which take a position of decided importance in the art of home building.

The kitchen was not thought by the lady, for whom this plan was designed, to be worthy of so much consideration and labor as is generally bestowed upon it; besides, she is of the opinion that the care, labor, and expense of keeping an elaborately plumbed and equipped kitchen clean and in order far exceeds the labor of pouring water from a tea-kettle when wanted, and pumping up the needed supply of cold water, which is about all the extra labor in the line of regular housework, the lack of all the ordinary kitchen plumbing exposes the housekeeper to.

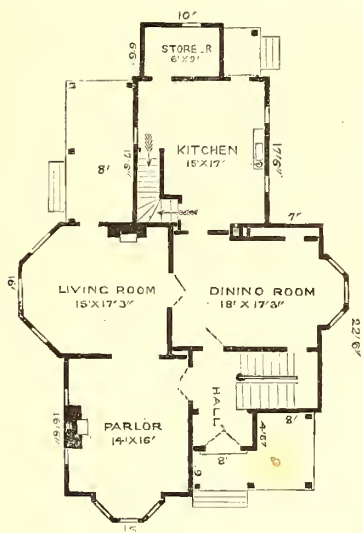
There is, therefore, in this kitchen a large-sized galvanized-iron sink, set up on iron legs, with a two-foot drip board, without any inclosure, and a good pump at one end of the sink. Instead of a range, there is an ordinary first-class cook-stove in use. The bath-tub is also provided with a pump which draws its water from the cistern, through the same pipe as the one at the sink.

Cost at New York, \$3,300.

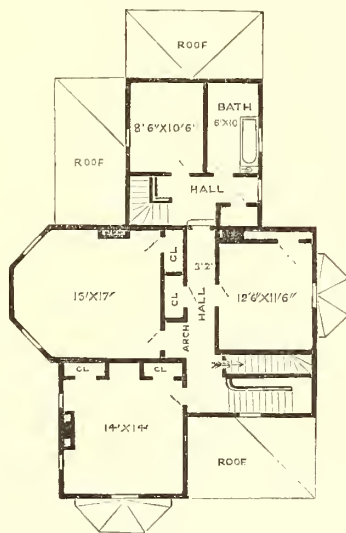




PERSPECTIVE.



GROUND PLAN



CHAMBER PLAN

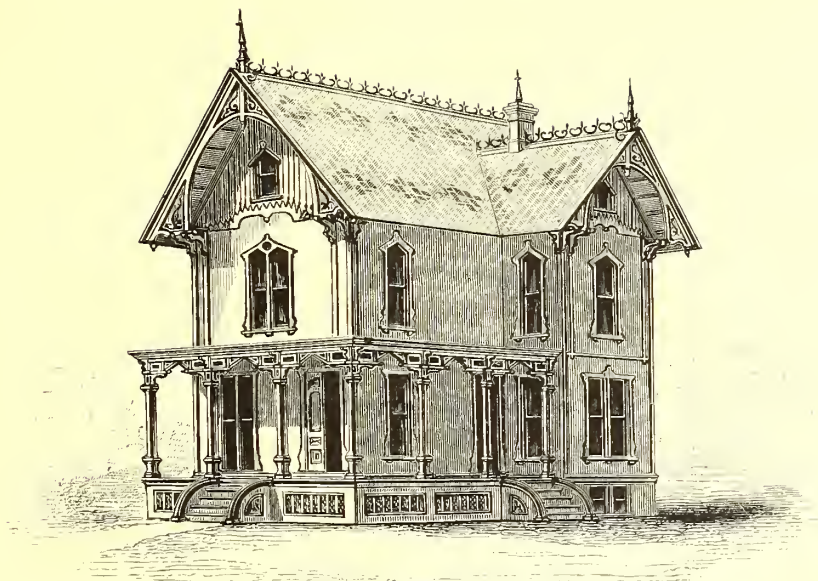




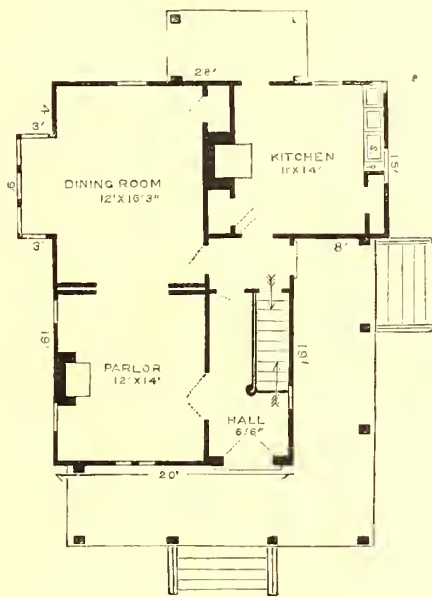
### *Plate No. 18.*

There are more points of similarity between the building exhibited in this plate and that shown in No. 6, than there is between this and any other in the collection chosen for this work; and yet, at the same time, the careful observer will soon discover that, after all, they are only similar. This is not only true with reference to the exterior appearance, but it is also as true of the internal planning and equipments. This building, in company with Nos. 1, 2, 5, 6, 9 and 12, would make a very suitable combination of designs for a street group. If one such as No. 31 should be added, the appearance of the neighborhood would be much improved. In arranging the interior of this house, five rooms were provided on the chamber floor, and the bath-room fixtures were omitted by the owners, with the intention of using an ordinary portable bath-tub. The kitchen is fitted up with wash-trays, sink and pump, and contains two good closets. The parlor and dining-room communicate by means of sliding-doors, which we consider one of the most desirable arrangements, for these rooms, that we are in the habit of making.

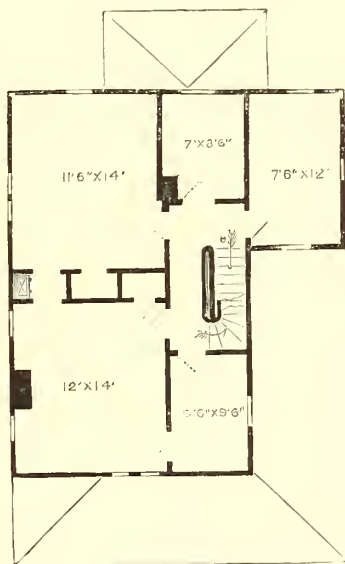
Cost at New York, \$3,500.



PERSPECTIVE.



GROUND PLAN.



CHAMBER PLAN.





## *Plate No. 19.*

There are certain, not very important, peculiarities in connection with roof construction, which have the misfortune of being very repulsive to some tastes. The truncated characteristics of the building we have selected for this plate are among the unfortunate features referred to. For our part, we have never been able to dissuade ourselves of the idea that in certain exposures this method of treating a Gothic roof is very appropriate, graceful, and handsome.

We will take, for instance, a hillside in a windy exposure, where there are pointed evergreens, or between a building with pointed gables, and one with a French roof, or, perhaps, at the entrance gate of a large place, backed up and flanked by towering Norway spruces, is the most appropriate place of all for the use of this subduing method of treating roofs that are constructed on a severe angle.

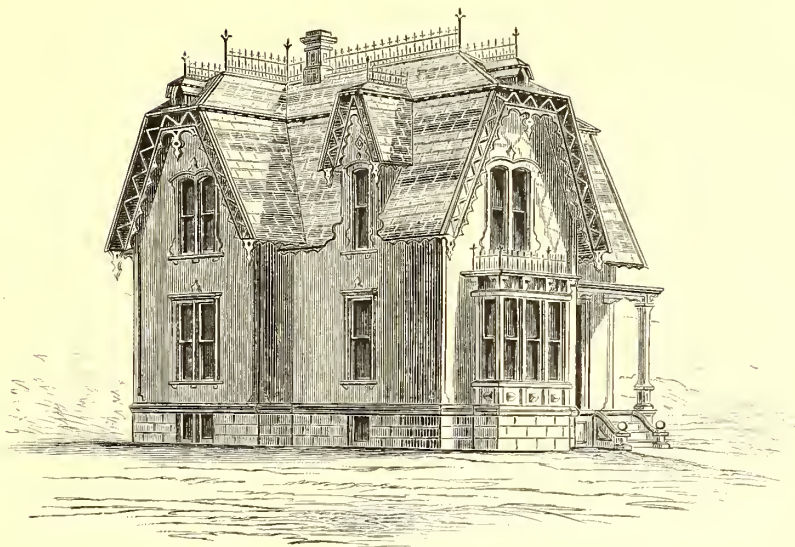
In the example before us, the side walls of the chambers are broken at a point about six feet above the floor, and battered, on an angle of 65 degrees, from that point to the ceiling. There is an attic over the chambers about five feet high, which is thoroughly ventilated, and affords an opportunity for cooling the chamber floor, as well for storing heirlooms, in the shape of old band-boxes, worthless trunks, broken furniture, cast-off clothing, the wrecks of umbrellas, and fifty other varieties of worse than worthless traps, which should never be allowed to accumulate in the closets, attics, cellars, or yards of any well regulated house. The slate on the roof of this house is laid in bands, as shown, of purple and green slates.

The plans are so arranged as to make it quite convenient to reach the rooms one from the other, while at the same time they are all completely cut off from each other by two doors.

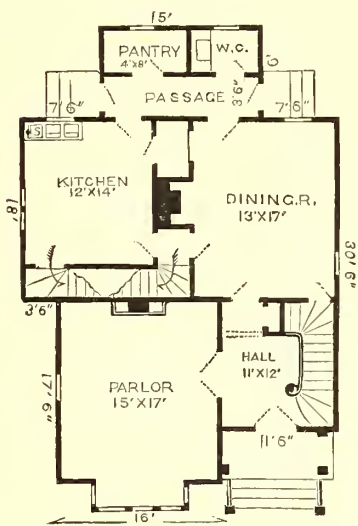
The equipments on the ground floor are not far from that of Nos. 9 and 13, and the general finish is also of the same class.

Cost at New York, \$3,600.

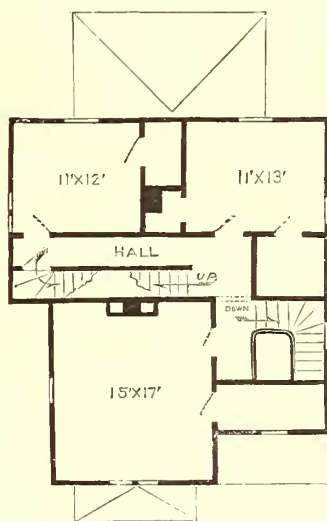




PERSPECTIVE.



GROUND PLAN.



CHAMBER PLAN.





## *Plate No. 20.*

The broad Italian tower projecting from the central point, and rising above the ridge line, with other distinguishing features of design, as well as the dimensions of this building, place it among quite a different class from any we have shown in the preceding plates.

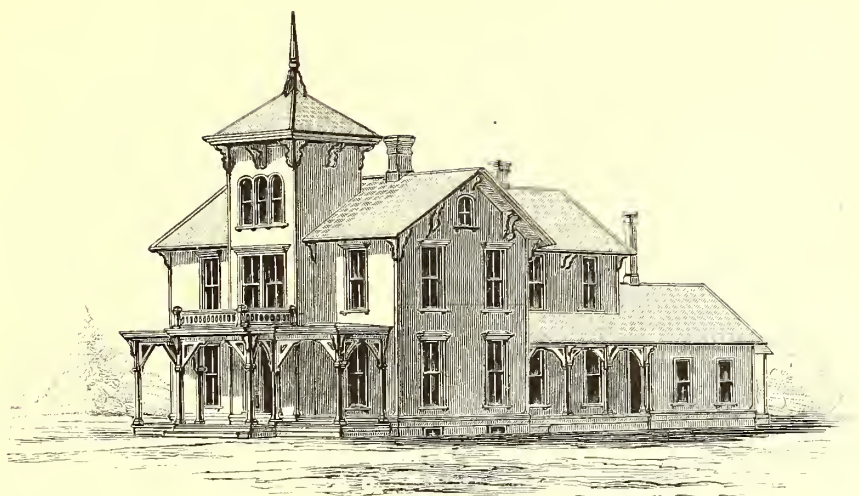
The plans of this building, and those of No. 21, were arranged by a wealthy gentleman who is also engaged in active business, for erection in an old town in one of the "down east" States. We had but little to do with the internal arrangements of either, except to put them into practical shape, and suggest a few modifications and improvements.

With reference to the exterior design of both, we were allowed to use our own ideas, with the restrictions, viz.: that the building should be plain, substantial, and of moderate cost.

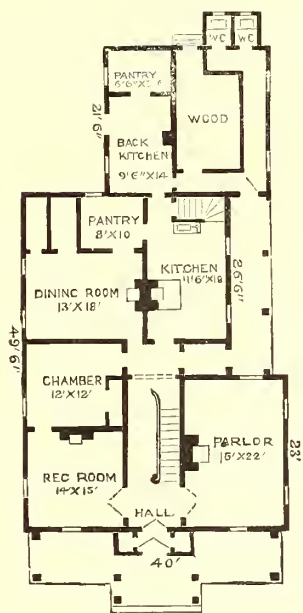
One of our objects in giving the plans in these plates is to show what a gentleman who had spent, perhaps, twenty years in the vigorous pursuit of a mercantile business, without having once, during that long, busy career, stopped for half an hour to consider the plan of a house previous to his Summer evening study in connection with these plans, while spending a few weeks under the shadows of the old elms and maples of his native town.

Among the objects aimed to be accomplished in these plans was to produce buildings which would afford a considerable amount of accommodation for Summer use, while they should afford desirable quarters on the ground floors for two persons during the Winter months. The degree of success attained, with reference to the object in view, we will leave for the consideration of the reader.

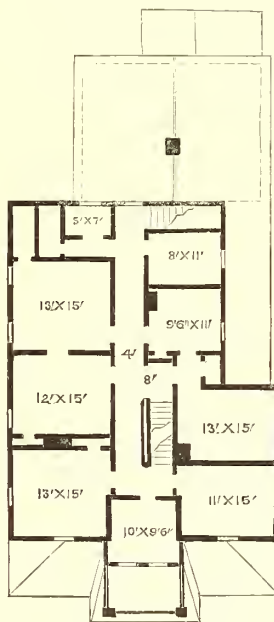
Cost at New York, \$3,500.



PERSPECTIVE.



GROUND PLAN.



CHAMBER PLAN.





## *Plate No. 21.*

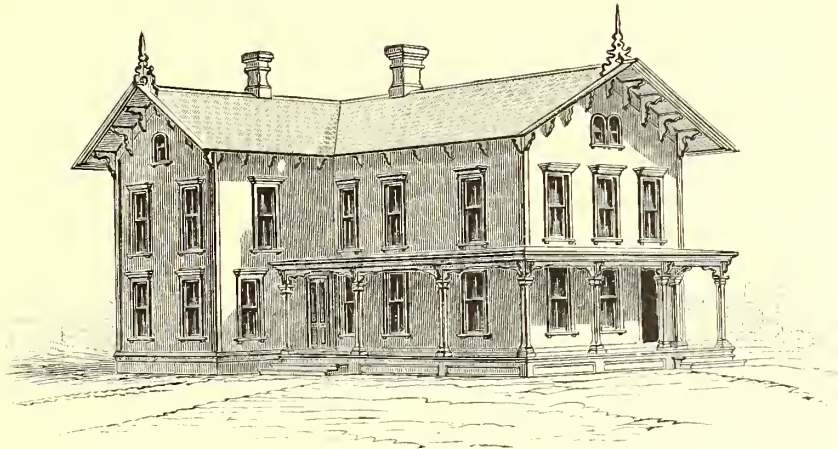
This plate shows the second one of the two houses mentioned in connection with plate No. 20. This, we consider, the better plan of the two for general purposes. The parlor and sitting-room are so arranged, with sliding doors between them, as to allow an increase of parlor room on such occasions as may require it, while, at the same time, the ground floor chamber is in a convenient position, and the dining-room is accessible from four different positions, all of which form important connections. The kitchen approach to the dining-room, through the butler's pantry, which contains the sink and pump, is a labor-saving device, which, with the position of the china closets, deserves attention. The lobby, which communicates with the kitchen, dining-room and sitting-room, is a convenience which takes most of the every day wear from the front hall, and provides, as the owner remarked, "a place where a man may shake his coat and thump his beaver, on coming in out of a storm, without being tormented with the fear of mussing the hall or the rooms," which is a sensible consideration in connection with a home in Maine or Vermont.

The servants' stairs connect direct with the kitchen and servants' room, without the necessity of going into any of the halls or other rooms. The stairs to the attic go up over the servants' stairs.

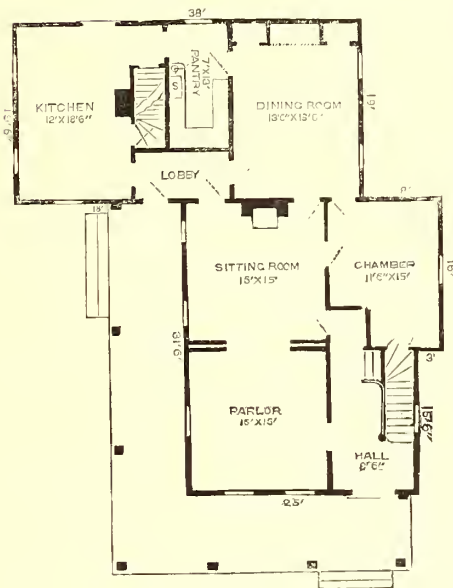
The chamber floor is divided into the same number of rooms as the floor below, which afford the opportunity of allowing the partitions to rest over those of the parlor floor, and thereby permitting of the constructions being made in the most substantial manner. This is also largely the case in plate No. 20. The attic is arranged with one or two neat rooms, and a large drying room.

Cost at New York, \$5,000.

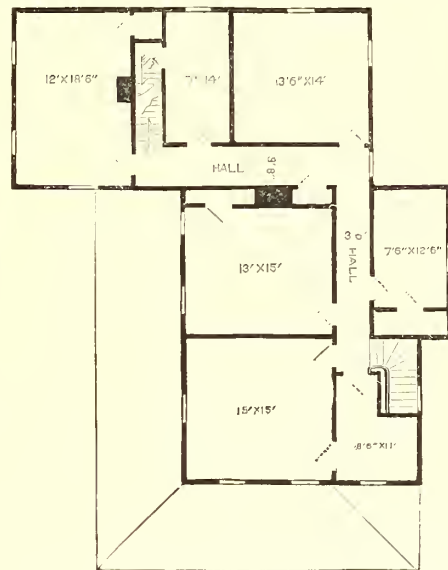




PERSPECTIVE.



GROUND PLAN.



CHAMBER PLAN.





## *Plate No. 22.*

We here present one of the many sensible designs we have had the good fortune to be called upon to make during our protracted experience in house building. As the roof is in the same style as that of No. 17 we will forego any remarks in reference to it, except to say that the general exterior appearance of this building presents the same pleasant effect as noted of No. 17. The crestings, finials, and lightning-rods are put up on the "Yates" plan, and are a most thorough protection against lightning, as well being of the neatest order of this class of ornaments. The back stoop in the construction was made a piazza 8x10 feet, which adds materially to the appearance of the rear, besides being a very comfortable adjunct.

The interior planning presents a high degree of concentration, while there is ease of arrangement and breadth of accommodation which would be difficult to surpass within the same extent of outline.

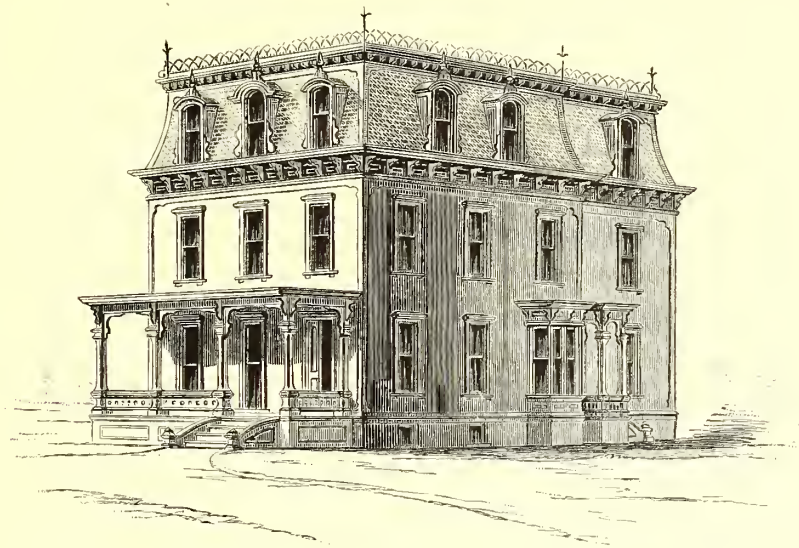
The front entrance presents neat, rich design in its buttressed steps and balustraded piazza, which is not detracted from, but rather improved upon, on passing to the main hall, which is capacious in its dimensions, fitted with a broad, easy stairs, running direct to the floor above, without the disadvantage of a single curve.

The hall on the second floor is of still greater length, and contains a stairs to the attic which also run straight up without curves.

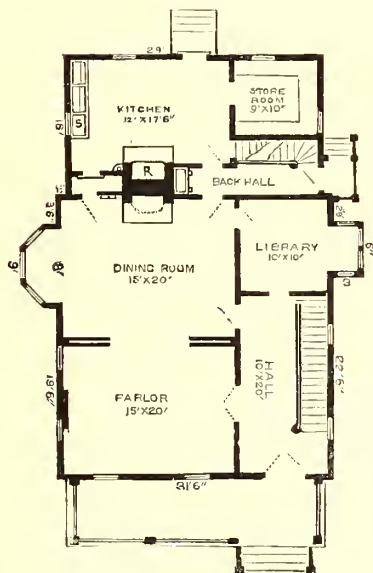
The attic is finished with chambers, front and rear, corresponding with the rooms on the chamber-floor under them; a tank-room over the store-room, and a large central room which is used for drying purposes.

There is a cellar under the whole house which is thoroughly grouted, ceiling plastered, and all walls and ceilings whitewashed. There is also a closely ceiled coal room under the library and a portion of the hall, and a snug refrigerator-room under the large store-room.

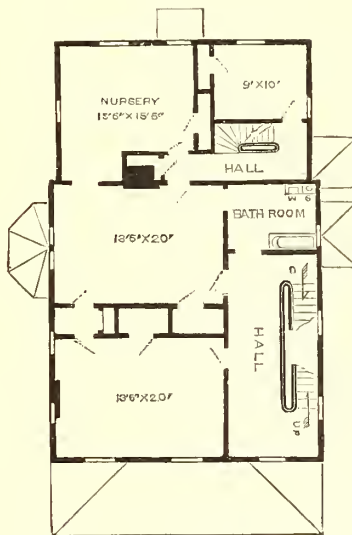
Cost at New York, \$6,500.



PERSPECTIVE.



GROUND PLAN.



CHAMBER PLAN





## *Plate No. 23.*

This building was erected for a gentleman who, years ago, distinguished himself as a car builder, and is finished and trimmed throughout with that degree of neat completeness characteristic of a person of good taste, who had for many years of his life been accustomed to directing mechanical operations, and having his work done in the most thorough manner. The exterior appearance of this building carries with it that richness of effect, always the result of good design and finish. The hanging styles of all the outside openings are heavily molded, and have segment corners. The piazzas present an unusual richness of effect, and possesses the novelty of standing on 3-inch round iron shafts, which set on low heavy pedestals, and have broad enriched brackets at their tops.

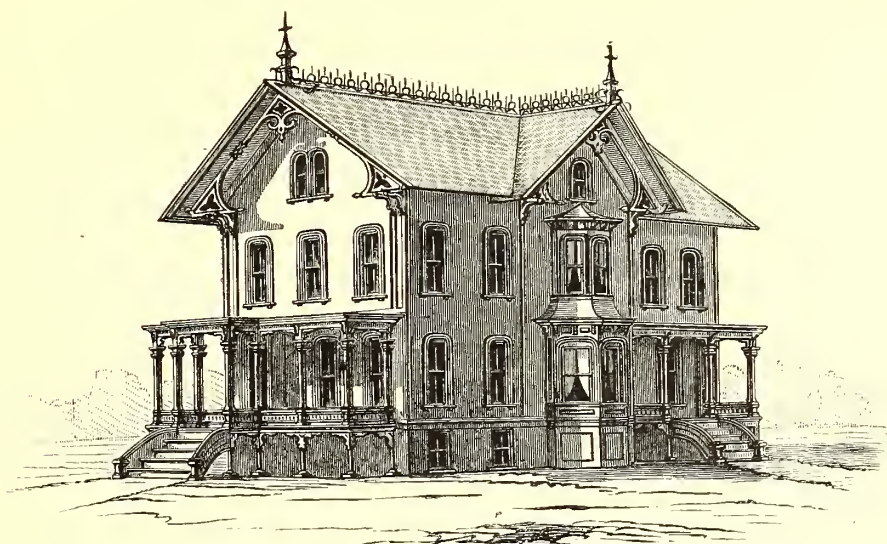
The interior plan is another one of those charming arrangements very similar, though we think superior, to that of No. 17.

In this building there is a fully-equipped and plumbed kitchen. The chamber floor is also fitted up and plumbed in the best manner. The attic is finished up complete, and divided into three chambers and a large store room.

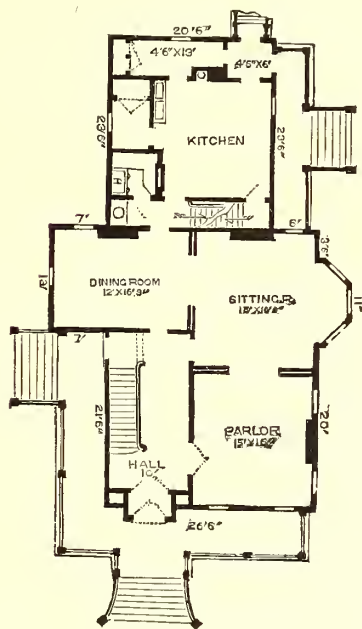
The entire house is trimmed richly and thoroughly, the first and second floors being corniced in the main rooms and halls. The cellar is completely finished; the room under the kitchen being fitted up with wash-trays, and fully plumbed for a laundry. The rest of the cellar is arranged for the use of the furnace and for fuel purposes.

Cost at New York, \$7,000.

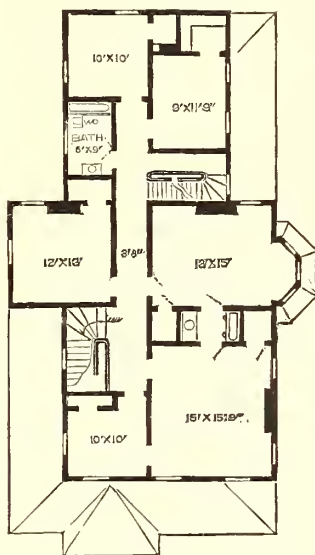




PERSPECTIVE.



GROUND PLAN.



CHAMBER PLAN.





## *Plate No. 24.*

The illustration in this plate represents what we commonly call an Italian villa. Its three two-story bay-windows, running up to the roof, and being covered and corniced like it, places this building very positively among a large class of houses that have been growing in favor throughout the principal cities of California for the last few years. The effect of which, in the streets of San Francisco especially, has been, we think, to produce a rather unpleasant monotony in many instances; although the interior pleasantness of such houses is considerably enhanced, and in many cases the exterior effect is benefited. We have seen buildings of this character in positions, rather isolated, where we thought them really beautiful; we remember, specially, a building of this type in the town of San Mateo, Cal., which presented an unusually pleasing appearance.

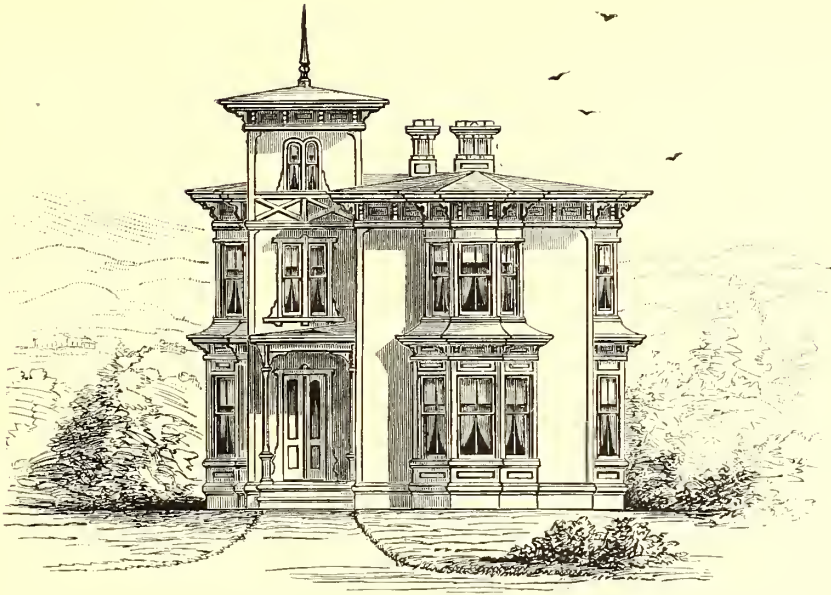
Although the building before us was not originally intended for erection among the foot hills of the Sierras or of Mount Diablo, yet we have in our illustration shown it in a position eminently characteristic of either of those localities. Its broad, sunny exposure, backed and flanked by characteristic planting, the neighboring villa standing in full view upon one of the rolling hills and the distant mountains, all combine to give that expressive air to the illustration which is at once recognizable as being peculiarly Californian.

The interior planning of this house is quite different from any we have yet presented, although there is a certain principle embraced in all, which is also found prominent in this.

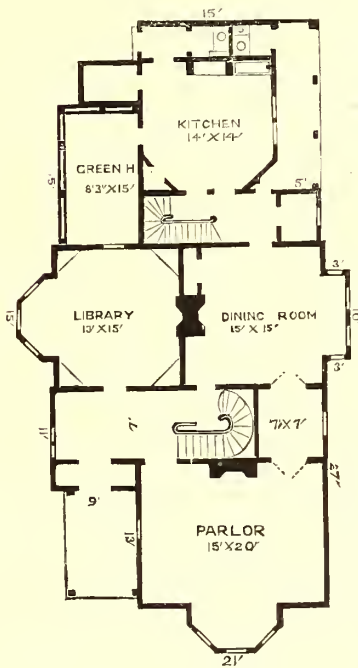
The parlor connects with the dining-room through a small room, which is found to be very handy and easy in many ways. The library is only accessible from the main hall, which makes it a retired position, while the corner bookcases running to the cornices, give the room, with the large half octagon bay-window, and the side window looking into the little greenhouse, a most pleasant, inviting air.

The dining-room communicates with the kitchen through the rear hall, the kitchen being provided with double doors which are hung on spring hinges, open in opposite directions and shut in rebate. Both the kitchen and dining-room are provided with ample closets and other conveniences. Rear of the kitchen is a double commode, one side of which is reached over the kitchen piazza, while the other is accessible through the kitchen lobby. The chamber floor plan possesses the most ample provision of closet room, which every housekeeper so much admires, is roomy and well arranged.

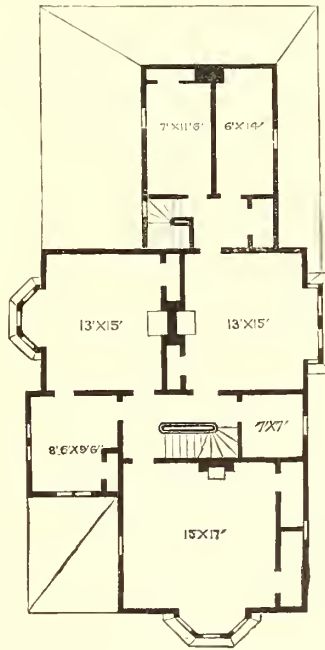
Cost at New York, \$6,000.



FRONT ELEVATION.



GROUND PLAN.



CHAMBER PLAN.





## *Plate No. 25.*

We have placed the three buildings represented in this plate together, for the following reasons, viz.: To enable the reader to conveniently determine which of the three presents, to his mind, the most satisfactory exterior appearance on the street front; to enable him readily to compare and note the difference, as well as the points of similarity between them. To give a simple example of the facility with which the exterior effects may be altered without materially affecting the cost of the structure, or altering its outline.

These buildings occupy a lot 25x100 feet each, and allow a passage to the rear of from 3 to 5 feet along one side, the other side of each standing on the lot line.

They are, at the present time, of the most popular class of buildings being erected, and afford more home comforts, with less ground, than any practical examples of blocks of independent houses we know of that can be erected for the same outlay and present so pleasing a front.

In this example, No. B is a brick building, which accounts for the difference in cost between it and No. A, as there is but little difference between them, more than three feet greater length of the extension and two feet more width of the front projection in No. B, which would not make over \$60 difference.

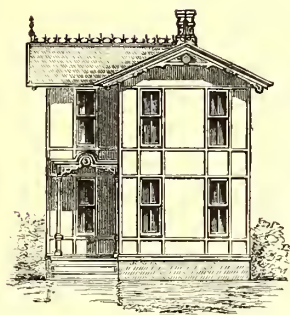
These houses contain eight very comfortable rooms each, with good closets in all rooms except the parlors. The method of putting in the front hall and stairs is a good plan where it is desirable to isolate that room from the living rooms, although the main object in the buildings before us is to allow a full view to the front from the library; while, at the same time, we get a more protected position for the piazza than that across the front of the parlor would be.

The front end of the piazza affords an opportunity for placing a very pretty little device in its center, upon which to place the number of the house.

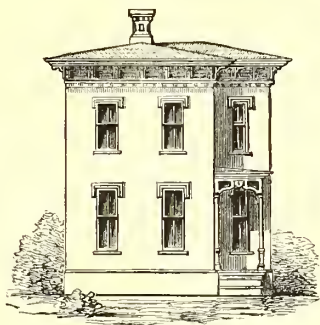
No. C is a six-room house on the same general plan, as far as it goes, and presents as much front effect as either of the others. They are all about the same class of execution, material and finish, as is described for plate 1.

|   |                    |          |
|---|--------------------|----------|
| A | costs at New York, | \$2,200. |
| B | “ “                | 2,500.   |
| C | “ “                | 1,600.   |

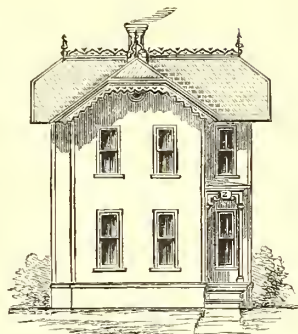




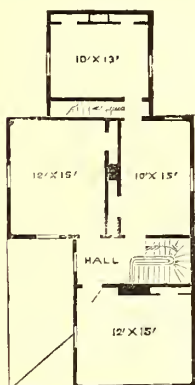
ELEVATION A.



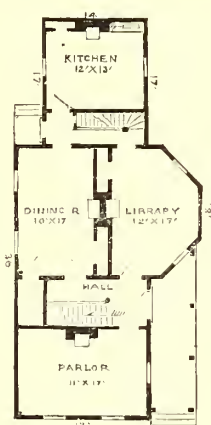
ELEVATION B.



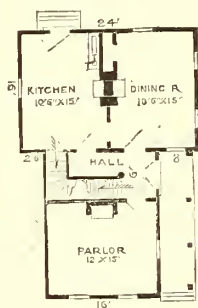
ELEVATION C.



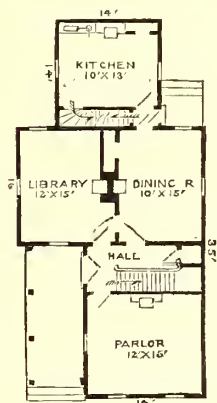
GROUND PLAN,



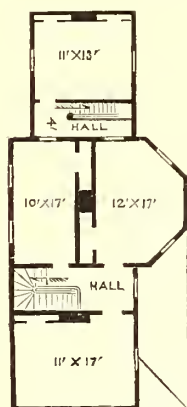
GROUND PLAN.



GROUND PLAN.



CHAMBER PLAN.



CHAMBER PLAN.



CHAMBER PLAN,





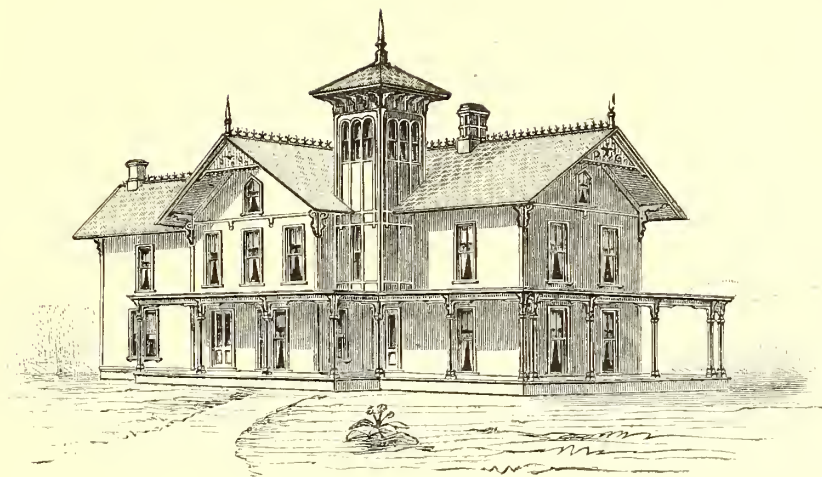
## *Plate No. 26.*

This illustration represents a building which we remodeled from one that covered only the main central rectangle, and possessed only the rear hall, which we considerably enlarged. The kitchen was first added, and the main, old portion, brought into the position as shown in our plans, which made it in many respects a very pleasant and convenient house. The front projection allows another fine hall and parlor, with three additional rooms on the chamber floor.

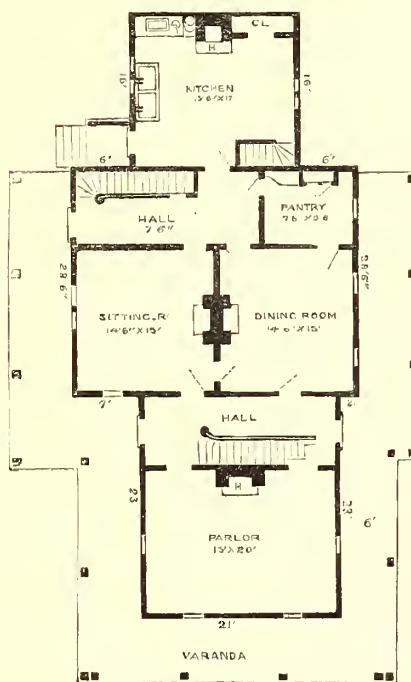
The views are very fine from the position in which this building stands, and the tower was thrown up to help to look at them. The broad piazza running around so much of the building makes the place very pleasant, especially in the Summer months.

The kitchen and bath-room are completely plumbed. The roofs are covered with slates, the eaves projecting about 3 feet 6 inches.

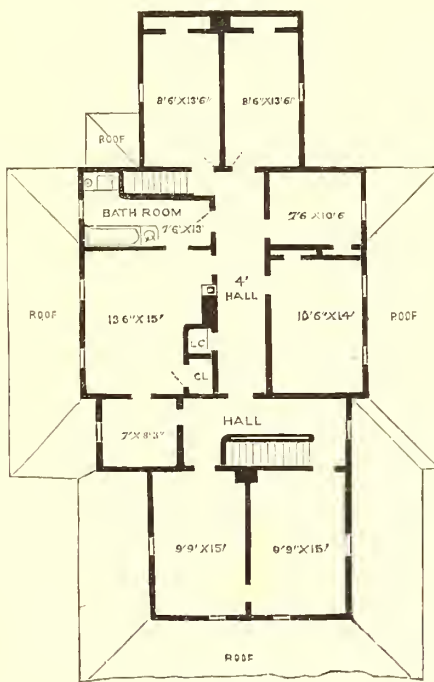
This building, of course, is not shown as a model after which we would advise to erect a new house, but to show how a very indifferent structure may be utilized profitably and comfortably.



PERSPECTIVE.



GROUND PLAN.



CHAMBER PLAN





### *Plate No. 27.*

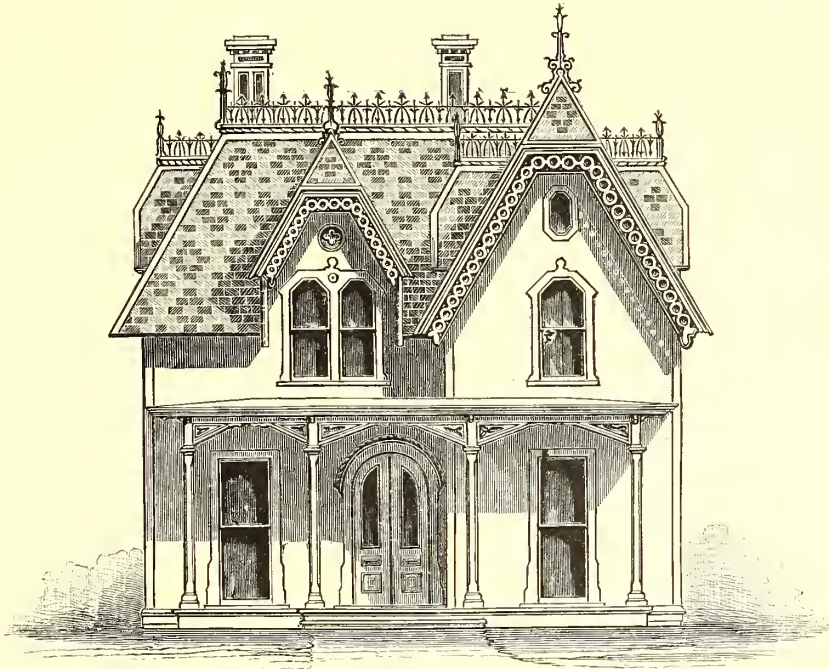
We present in this plate what is styled a double house; it is of moderate cost, and contains a few features of decided excellence. The study is a cosy room entirely separate from any other rooms, while at the same time it commands a view of the front, and is convenient and appropriate for use as a study, library, office, sitting, sewing, or reception room. The front hall is cut off from the kitchen, or back hall, by a door at the rear end of the staircase. The parlor and dining-room communicate by sliding-doors, and the dining-room with the kitchen through the back hall.

The chamber floor is divided into the same number of rooms as that of the first floor, although we have in one instance made three chambers in the longest side instead of two, as in this case. There is a comfortable servants' room in the attic, and a large drying and lumber room.

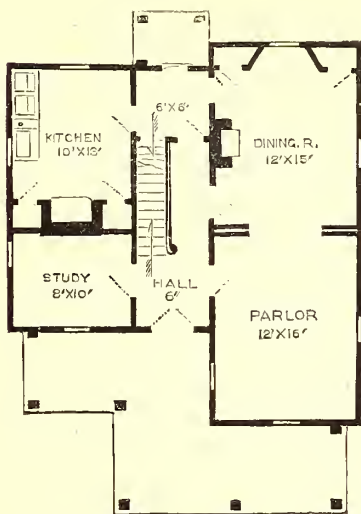
The deck roofs are covered with tin, and all other roofs with green slate, figured with black. The crestings and finials are iron, and add very much to the appearance of the house.

Cost at New York, \$4,200.

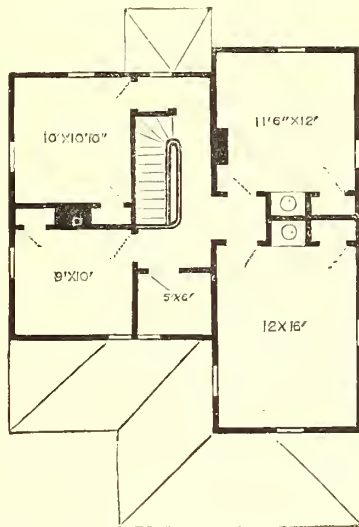




PERSPECTIVE.



GROUND PLAN.



CHAMBER PLAN.



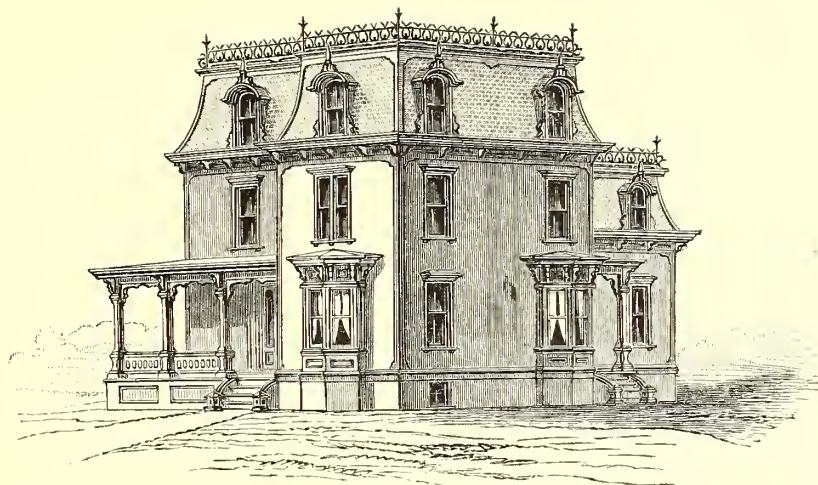


### *Plate No. 28.*

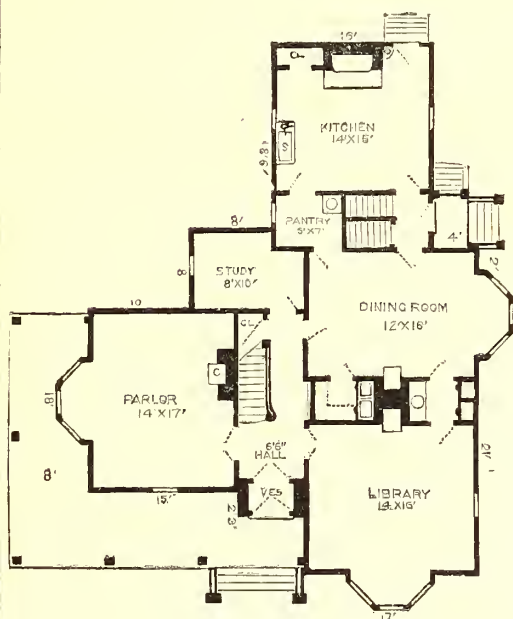
There should be a fitting appropriateness in the combination of objects for use or ornament in reference to their form or style, in order that good taste may not be offended. In the French roof villa we present in this plate, each object harmonizes with those around it, and all combine to improve the pleasant effect of the others. The windows are not askew with each other, as in some cases, nor is there a disproportioned roof or body. The bay-windows present a suitable degree of kindredship to the piazzas, while the openings above them form attractive lines of design, instead of presenting an appearance of painful disjointedness, as is often the case in French-roof buildings. The crestings and other ornamentations agree with each other, and all parts, masses, details, angles, objects and ornaments, combine to produce a dwelling-place which the owner may always, on approaching it, be pleasantly drawn with an accelerated step towards its appointments of comfort and rest.

The interior presents a combination of rooms, halls, and conveniences, which may be profitably studied by those who are contemplating the erection of a house of about an equal amount of accommodation.

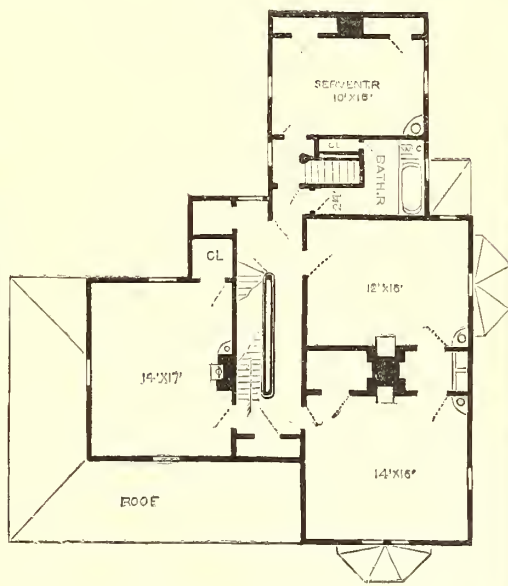
Cost at New York, \$7,500.



PERSPECTIVE.



GROUND PLAN.



CHAMBER PLAN.





## *Plate No. 29.*

The turreted French-roof villa we have chosen to be represented in this plate is an illustration of another one of the methods we have been able to use successfully in connection with this style of roofs. One of the most alarming faults of many buildings is that although their fronts present a charming effect, and possibly one or both sides, their rear, and sometimes one or both sides, are objects of repulsive deformity. The villa before us is not affected with that fault, its front is perhaps the most attractive feature, but viewed from whatever direction it may be, it is pleasing and inviting to look upon.

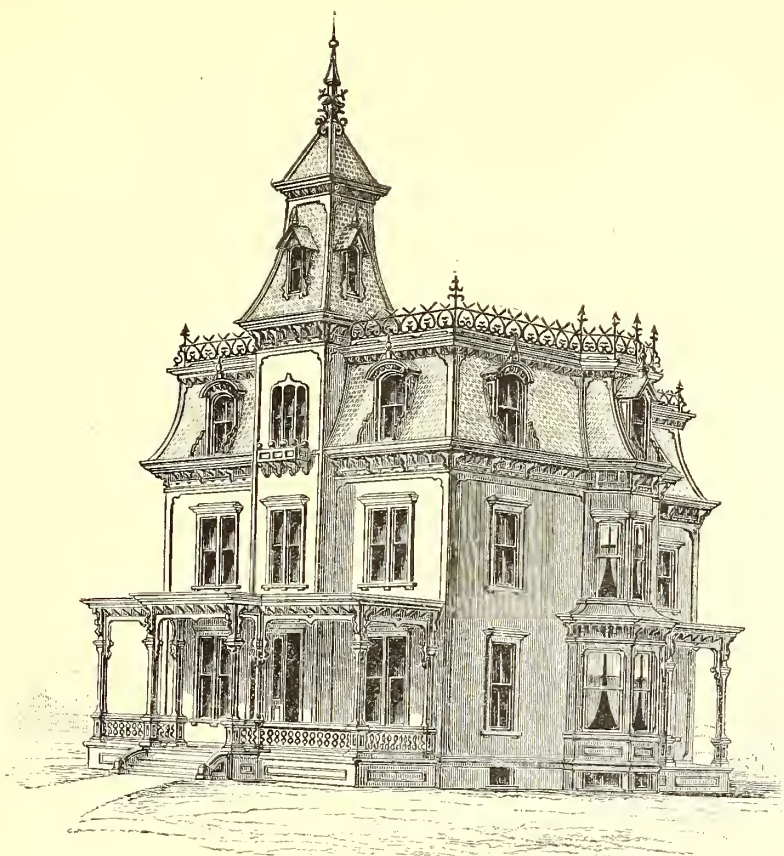
The interior arrangement is also very attractive and difficult to surpass. The parlor is the full depth of the main house without an arch or break. Its double sliding-doors communicating with the hall, front and rear, affords a direct communication with the rooms on the opposite side of the hall. The parlor ceiling is elegantly paneled, furnished with two rich centerpieces and run with an appropriate cornice.

The library and dining-room are also finished in the same manner, not quite so heavy. The kitchen is commodious and is fully plumbed and equipped. The chamber floor presents a division of space that is difficult to improve in any very essential points, especially where the occupants are none of them little children. It is provided with a very complete and fully plumbed bath-room, also with wash-bowls between the main chambers, plumbed.

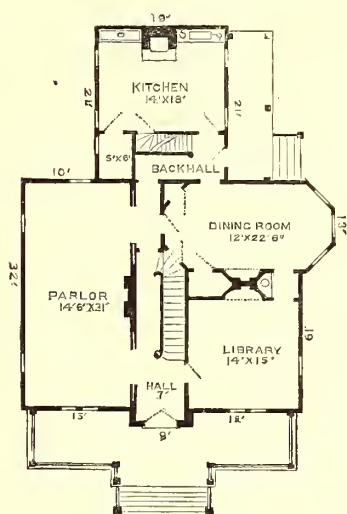
The extent of closet room provided in connection with the four principal chambers is an item which will be noted with pleasure by most housekeepers. The attic, if finished up complete, with four fine rooms in the main house and one in the extension, which is used for the reservoir-tank. The cellar ceiling is well plastered, and the floor grouted and cemented.

Cost at New York, \$9,000.

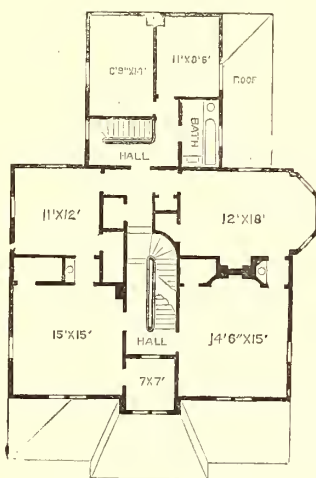




PERSPECTIVE.

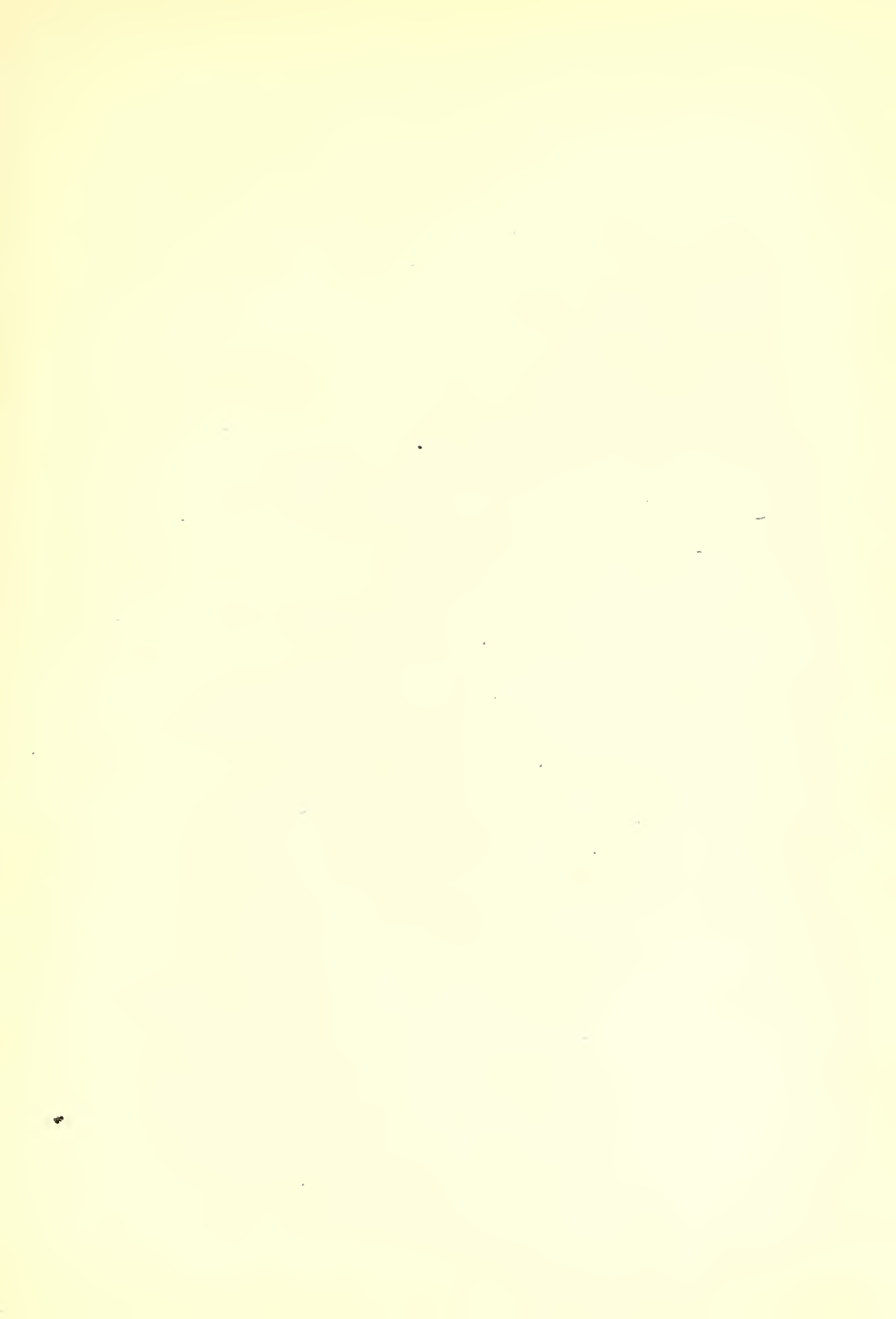


GROUND PLAN.



CHAMBER PLAN.





## *Plate No. 30.*

It has been said of the building we here present that it is the most "homely" one of this collection, and on inquiry received the explanation that the party considered there was more "home-like" expression about it than any of the others. This is to some extent confirmatory of part of our ideas expressed in connection with plate No. 19, to the effect that in some positions the practice of truncating the gables is beneficial to the appearance of the building.

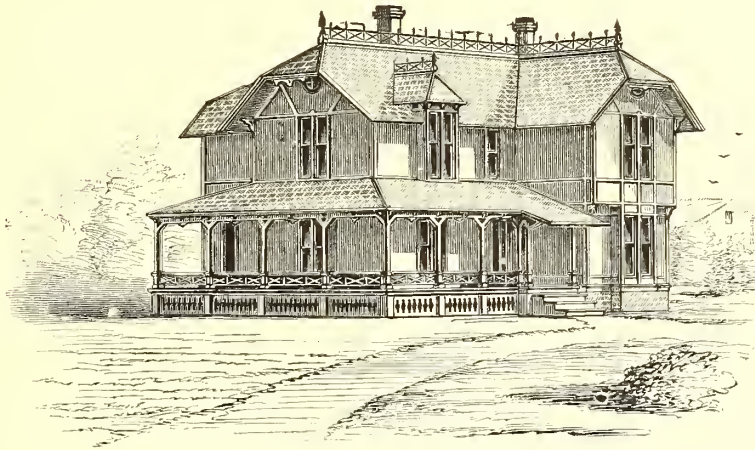
In this example, however, there are other peculiarities which combined with the gable treatment to produce in the gentleman's mind the feeling expressed above. The projecting porched entrance to the broad piazza, the bays and overhanging gables at the second story, the orioled gablet with its hipped roof, the crestings and the slated roofs, with the entire outside treatment, all combine in the best of accord to produce in the minds of some the sentiment the gentleman referred to evinced.

The interior arrangement of the ground floor is among the plans which have given more satisfaction than any others. It is not one, however, that can be used without considerable lot frontage, as the entire spread of the structure is about 46 feet, while its depth is less than 40 feet.

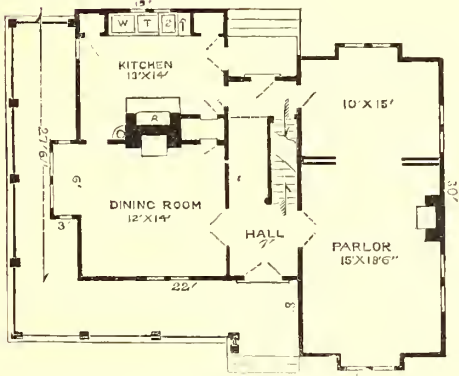
The chamber plan contains five elegant rooms, a dressing-room in connection with the principal front chamber, a bath-room which is fully equipped and plumbed, and a very desirable number of closets.

The attic is only available for ventilating and storage. The kitchen is provided with a suitable range and boiler, wash-trays, sink and pump, all of which are thoroughly plumbed. The cellar is grouted and cemented, and the ceiling plastered one coat.

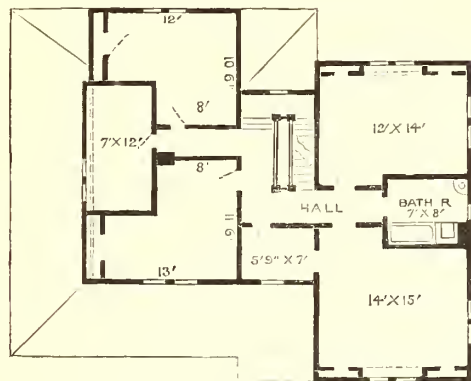
Cost at New York, \$4,500.



PERSPECTIVE.



GROUND PLAN.



CHAMBER PLAN.





## *Plate No. 31.*

The building here presented was but recently completed, having been erected at West Rutherford, N. J., within the past few months; it is, however, not the first one of this model we have been engaged upon, although it was considerably altered from the original.

It is seldom we have been able to add a tower to a house of this class with so good a result as was obtained in this case. The design and proportions combine to produce a very pretty and satisfactory effect, which is by no means exaggerated or flattered in the illustration before us.

This exterior treatment looks remarkably well on the plans of Nos. 6 and 12, or those in use in this plate, without a tower; although the presence of the tower contributes largely to the dignity and beauty of the building.

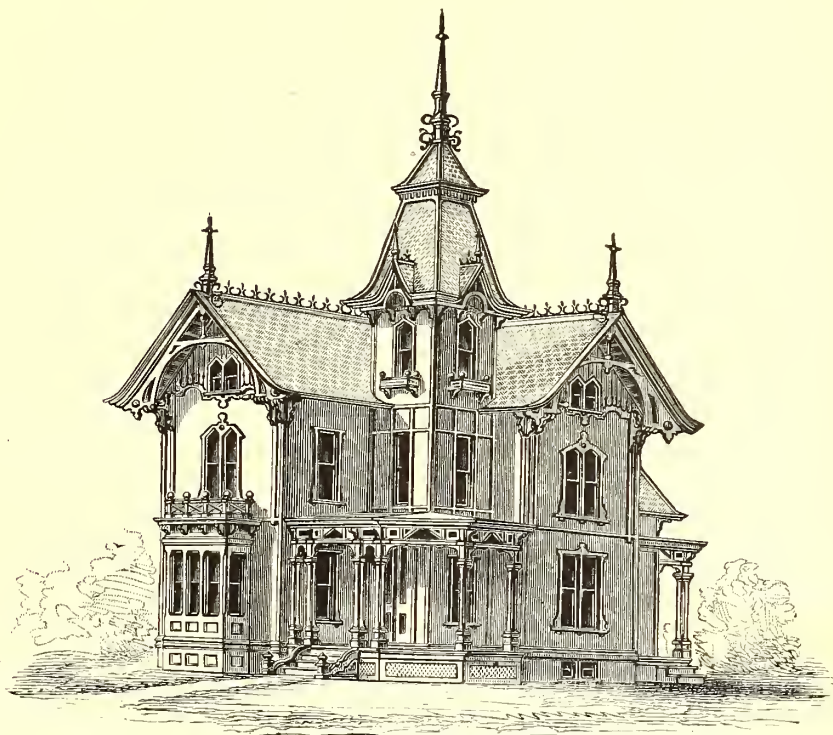
In the construction of this example the balloon frame was used, and was sheathed from sills to plates, inside and outside, after first thoroughly flush braeing, which produces a structure of the most substantial character; and, with the addition of resonated sheathing-paper, which was also used, the interior is as completely protected from cold or heat as a frame house can be, without the use of double walls.

The interior planning here presented is very convenient, pleasant and accommodative, yet not departing widely in its main features from some we have already passed. The parlor and dining-room unite by sliding-doors, and both communicate with the hall. The kitchen is also reached from the hall through three doors, by way of the passage under the stairs, which also affords access to the cellar from both kitchen and hall. The large dining-room pantry, which is completely fitted up with drawers, shelves and hooks, is the main road to the kitchen. The chamber plan presents a very desirable arrangement of rooms and closets.

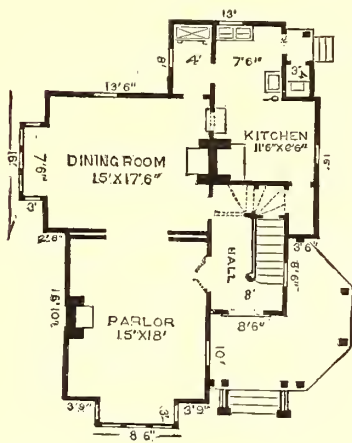
The attic is fitted up with a neat servants' room, and the room in the tower is also a good one, and is accessible from the attic hall. The main attic is used for a drying-room, the servants' room being in the gable nearest the tower.

Cost at New York, \$4,500.

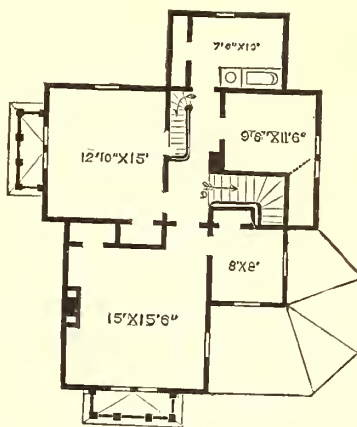




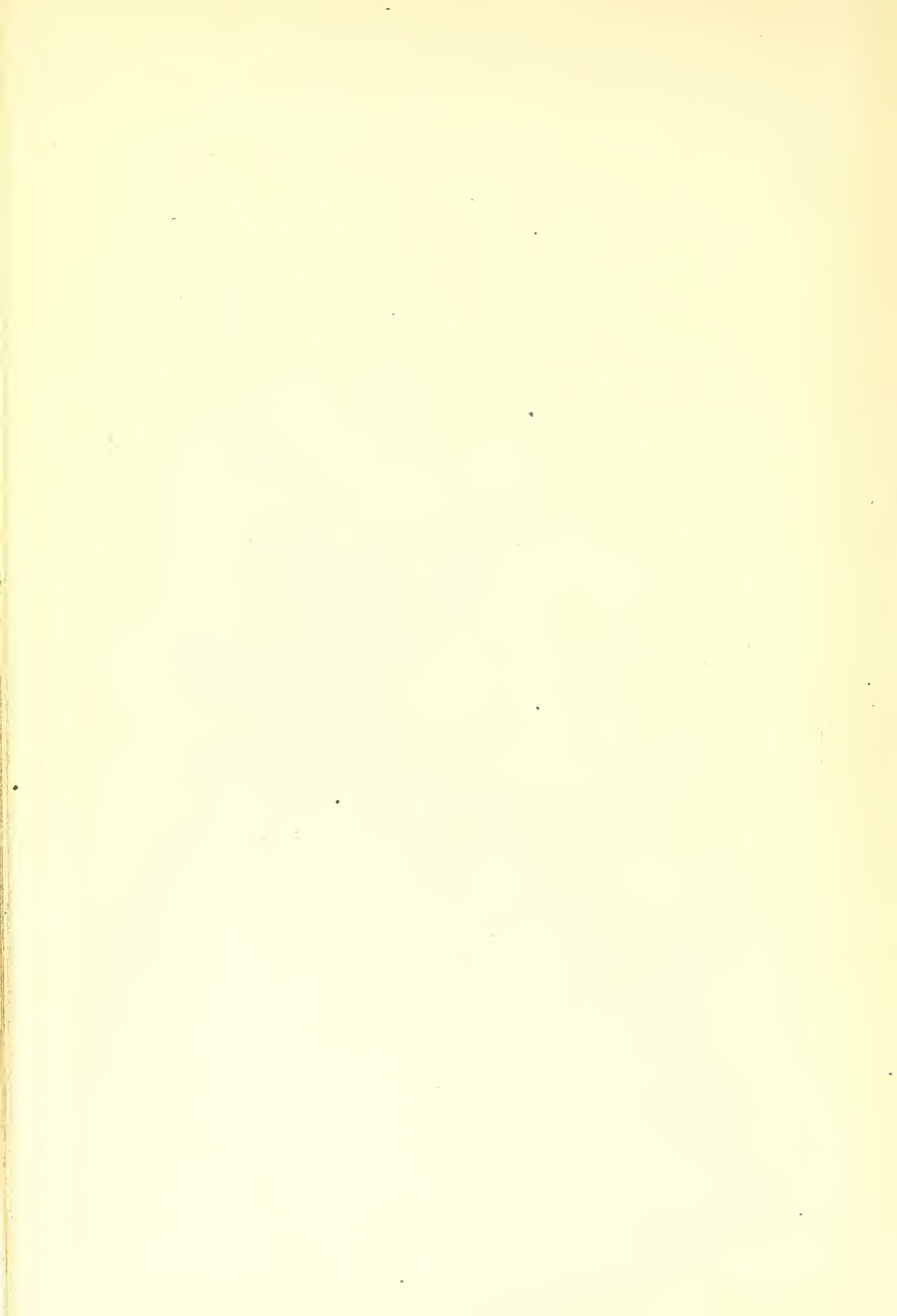
PERSPECTIVE.



GROUND PLAN.



CHAMBER PLAN.





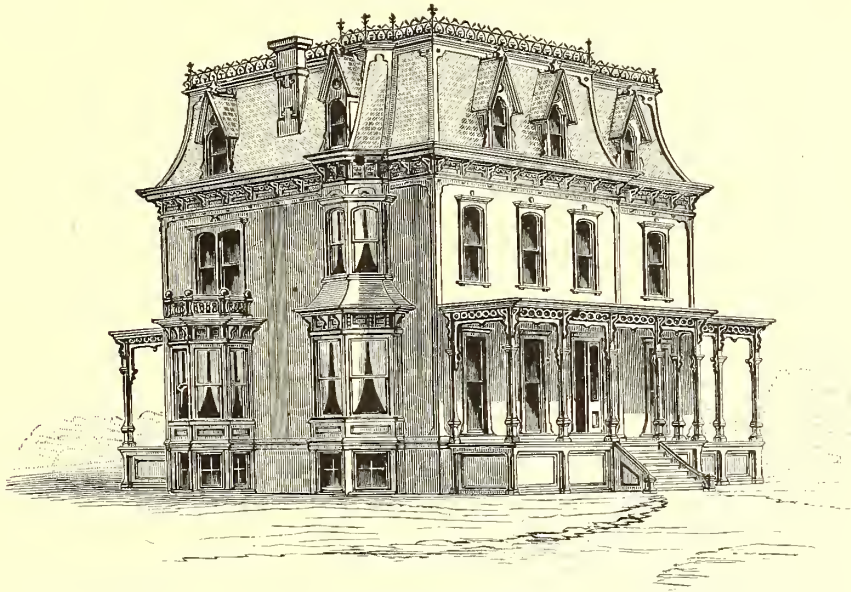
## *Plate No. 32.*

We have already expressed the opinion that there is no general plan upon which a dwelling house may be divided that affords greater facilities for convenient, pleasant, and comfortable arrangement than that presented by the central-hall or double house system. Of course, such a division is not practical in buildings of less than 28 or 30 feet frontage, unless the entrance is placed at the side of the building, as in the example shown by plate No. 25. The splendid French-roof villa illustrated in the plate before us is a successful example of the double method which we have followed up in several other examples that were modeled on the same general principle, each of which were in their detail construction and planning quite different from the remainder in their interior arrangements, and radically different in their exterior designing.

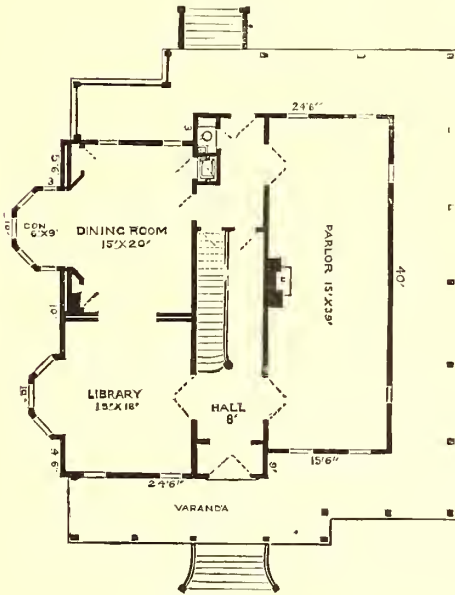
This villa is the home of a small family, the head of which is a young gentleman of luxurious tastes and comfortable means. Referring to the ground plan, upon one side of the broad central hall, which is entered through a richly trimmed and tiled vestibule, the magnificent parlor occupies the entire space. Opposite to it is located the library and dining-room, the latter being connected by sliding doors with a broad conservatory bay, the former having on one side a large bay-window, and both rooms being thrown together with broad sliding doors, forms a combination which presents an unusually elegant effect.

The chamber plan presents the same characteristic arrangement, and is fully equipped for the enjoyment of luxurious creature comfort. The attic is finished with three good chambers, a large dry-room and a tank-room. The kitchen is fitted up under the dining-room in the basement, and lacks nothing which would contribute to its conveniences. It is well out of ground, is dry, light and airy. The remainder of the basement is occupied by storerooms, coal and furnace rooms, and sub-cellar under a portion of it affords a refrigerating department.

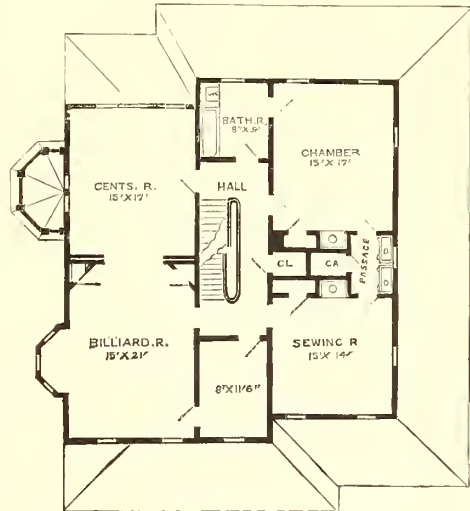
Cost at New York, \$11,000.



PERSPECTIVE.



GROUND PLAN.



CHAMBER PLAN.





### *Plate No. 33.*

The cottage villa exhibited in this plate is after what might be called a Swedo-Gothic model, and presents with its balconies, buttressed porch, heavy truss brackets, and timber-trimmed gables, an unusually attractive front for a building of its cost.

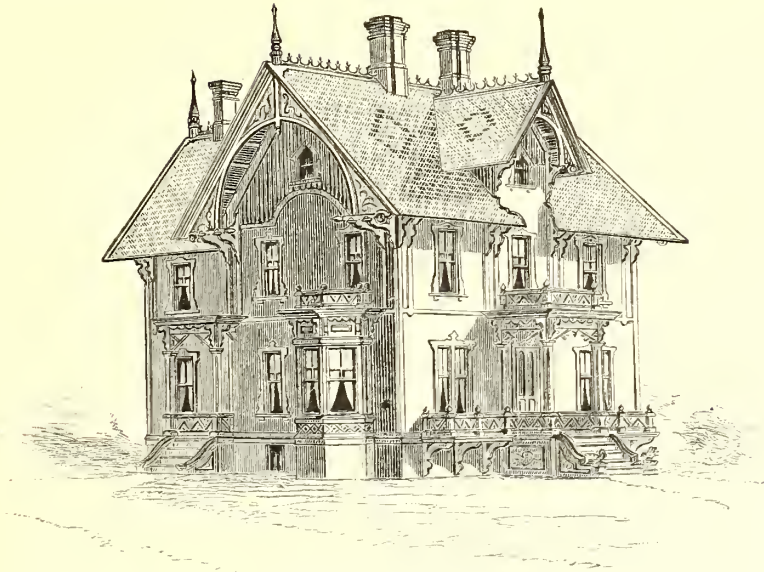
The internal arrangement of both floors show a careful study to appropriate all the advantages obtained by double planning, while at the same time the kitchen is thrown off in a rear extension, and the halls brought between it and the main rooms. A device which admits of three fine chambers being placed across the front of the building, while the bath-room and a chamber over the kitchen communicate conveniently with the main hall. The two main gables in the attic are fitted into very comfortable bedrooms, and the remainder of the space is appropriated to various purposes.

The bath-room and kitchen are completely fitted up and plumbed for hot and cold water, a tank being placed in the attic to perfect the design for that purpose. The passage between the dining-room and kitchen is completely fitted up with drawers and cupboards, one of which has a slide-door opening into the kitchen. It also communicates with the cellar, and with the main hall through doors opposite to the drawers and cupboards. A large vestibule connects the dining-room with the side porch, which affords a very desirable every-day entrance. The kitchen entrance is on the opposite side to the last named, and also has a vestibule connected therewith.

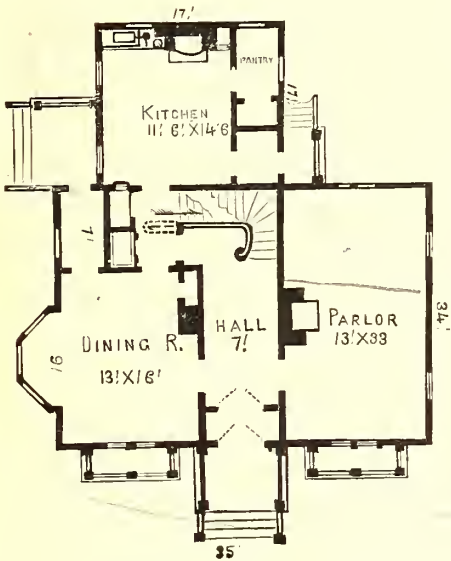
The cellar ceiling is plastered, and the space is divided into refrigerator, coal and furnace rooms.

Cost at New York, \$4,200.

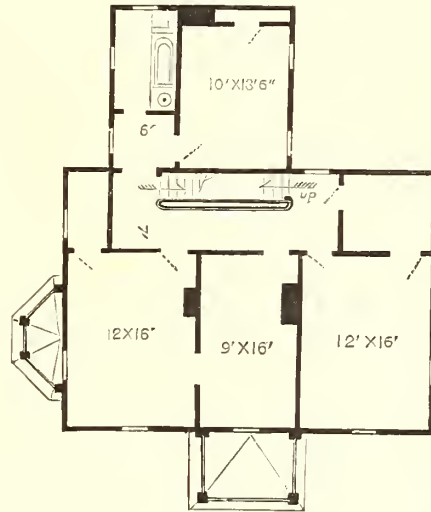




PERSPECTIVE.



GROUND PLAN.



CHAMBER PLAN.





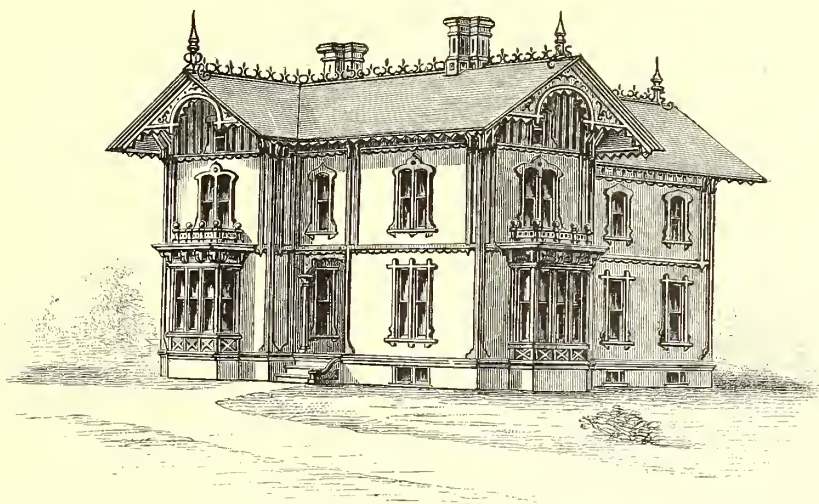
## *Plate No. 34.*

There is no practice with reference to the outside appointments of dwelling houses which, as a rule, is thought less indispensable than that of building an elaborate piazza across one or more sides of the structure. There can be no doubt but they are in most cases of decided benefit to the appearance of the building, and in many instances are about the only redeeming feature in connection therewith. It should be remembered, however, that under most of these circumstances the houses are designed with special reference to the piazzas, and we have seen some examples where the grand object to be attained appeared to be the production of a piazza.

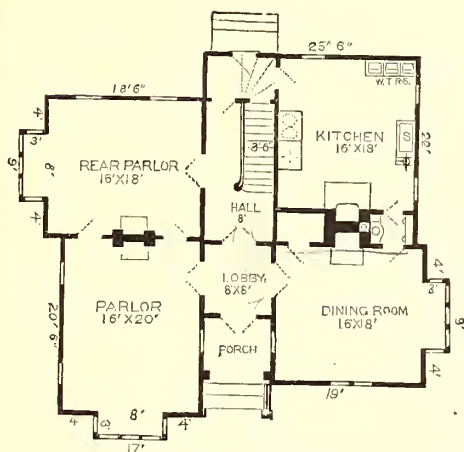
We have for several years past made extended observations and given much study and research to matters of vital sanitary importance in connection with "Home Building;" in consequence of which we have been caused to believe that for any climate north of the thirty-fifth parallel of latitude, no dwelling house should be throttled with a piazza. But on the contrary it should embrace all the elements of beauty and comfort that can be claimed for the piazza, without being encumbered with that auxiliary to all manner of fevers.

The building we show in this plate was executed with special reference to this subject, and yet it cannot be said to appear either naked or lank. Its outside walls are exposed to the health-preserving action of sunshine from foundation to roof, while its interior planning, which is on the double-house system, and is one of much merit, contributes to the same object, in that all rooms are provided with ample light and ventilation. The kitchen and bath-room are completely plumbed, but a most thorough arrangement is provided for expelling all noxious gases therefrom by means of an apparatus in connection with the adjoining chimney.

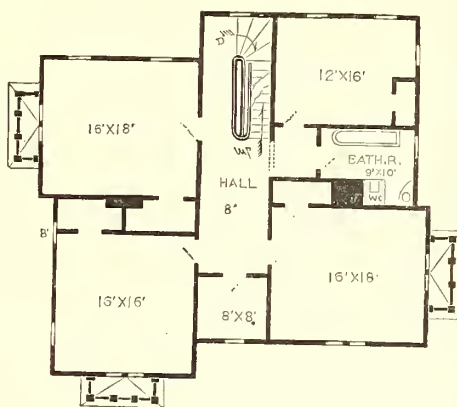
Cost at New York, \$5,500.



PERSPECTIVE.



GROUND PLAN.



CHAMBER PLAN.





### *Plate No. 35.*

The splendid villa illustrated in this plate is another striking example of how completely unnecessary a piazza is for the purpose of beautifying a building. We have on many occasions presented this and plate No. 34 to gentlemen of much experience and observation; requested them to carefully examine the perspectives, and inform us if they noticed anything lacking which, in their opinion, would add any beauty or dignity to the appearance of the building.

The result has invariably been in the negative, and upon our calling their attention to the fact that there were no piazzas in connection with the buildings, they have agreed with us that they were not in any sense required.

The interior planning of this villa is not widely different from that of plate No. 24. The hall is wider, but is shorter, and does not possess the central lobby between the entrance porch and the staircase, it has the addition, however, of a vestibule.

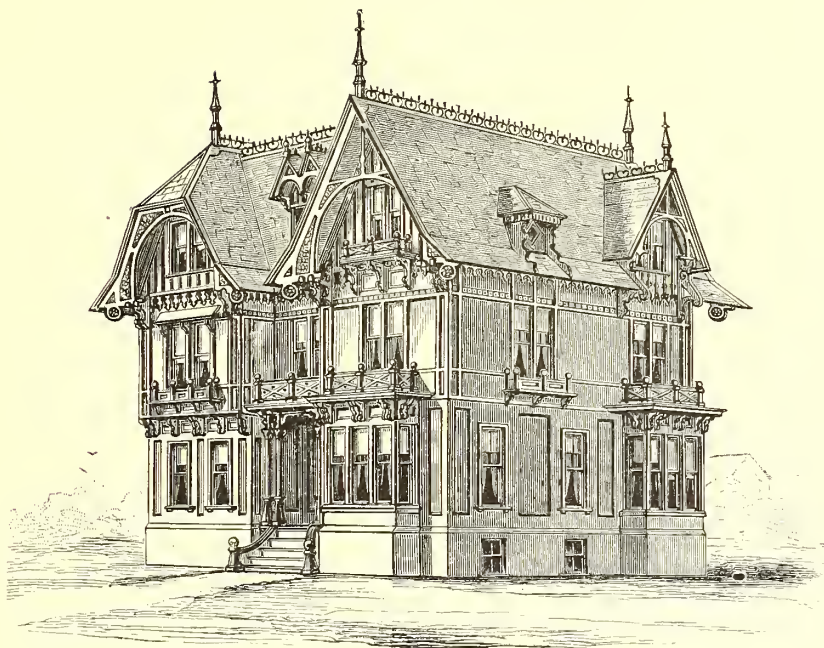
The parlors are also united by sliding doors, which in some respects is a superior arrangement. The chamber plan, kitchen and dining-room, possess about the same qualities as those of No. 24, although somewhat differently arranged.

The attic of this building is divided into four fine chambers, and ample closets. The roof is covered with purple slates cut in diamond points.

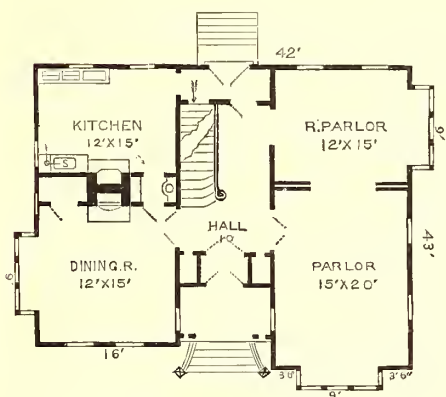
The cellar ceiling is plastered, the floor thoroughly grouted and cemented, and all walls and ceilings beautifully whitened. The space in the cellar is divided into a furnace and coal-room, and two well appointed storerooms.

Cost at New York, \$7,000.

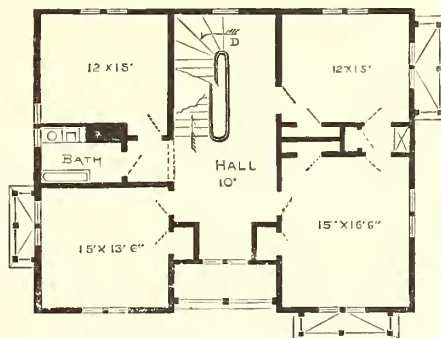




PERSPECTIVE.



GROUND PLAN.



CHAMBER PLAN.





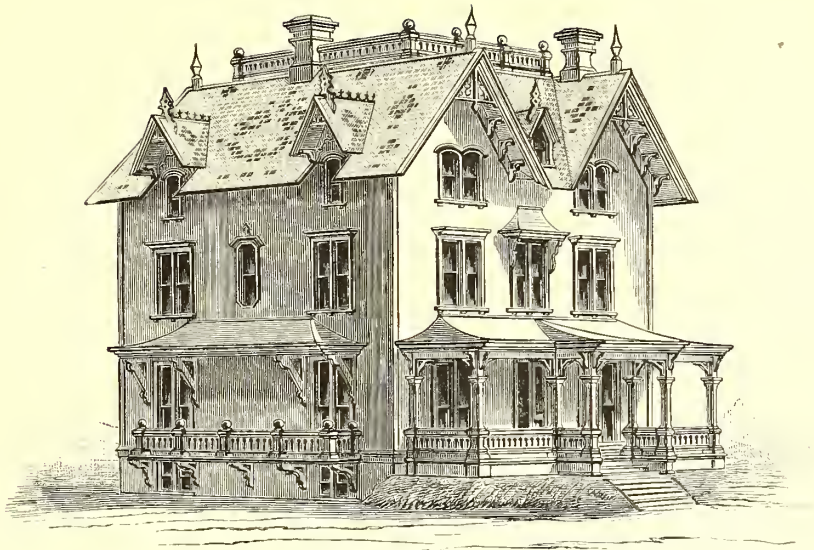
### *Plate No. 36.*

This elegant semi-Gothic villa is a continuation of our examples of what we have called the double-house system of planning. Our plate does not in any degree flatter the original, which is considered one of the finest appearing houses in New London, Conn., and is built and finished in a most excellent manner. The presence of the porched piazza, in this instance, is a decided benefit to the appearance of the building. The design was made with a view to its use, and for that reason it has become an indispensable part of the structure.

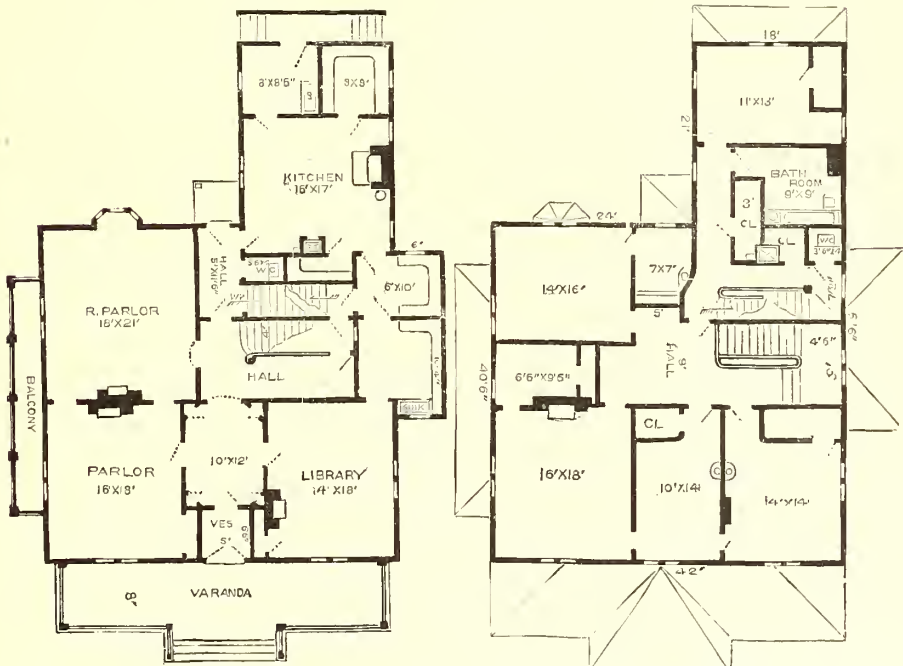
A careful study of the plans shown will reveal the presence of an elaborate preparation for convenience and comfort. Among the noticeable features are the two flights of stairs, both of which occupy a central position, and communicate with the main chain of halls, while at the same time they are separated by a wall. Then, the extent of pantry and closet accommodation, dumb-waiter from cellar to attic, the bath-room, water-closets, and wash-basins, all thoroughly plumbed and equipped, form a combination of appliances for luxurious comfort seldom surpassed. The attic is finished with four good chambers, and a large amount of store and closet room. The roof is constructed with a deck about 20 feet square, which is surrounded with a heavy balustrade, and from which can be obtained a grand view of the bay and surrounding country. The ground and chamber floors are elegantly trimmed with hard wood of different colors, and finished with cornices and centers to suit. The windows are furnished with double sash, which are glazed with French plate glass, and are provided with inside shutters.

There is a basement cellar under the whole house, which is very thoroughly and completely finished up, and equipped for the service for which it is required.

Cost at New York, \$13,000.



PERSPECTIVE.



GROUND PLAN.

CHAMBER PLAN





### *Plate No. 37.*

This splendid tower villa was erected in one of the westerly suburbs of Boston, about three years since. Located as it is upon a gently rolling prominence, with its massive tower lifting itself almost half its length above the main roof, and standing out towards the natural approach, produces an effect striking and engaging.

The roofs are constructed on the French-overhang system, we have made considerable use of in connection with two-story French-roof buildings, the past few years. By this method the chamber walls on the second floor are perpendicular to their ceilings, the entire batter being thrown in the attic, which is about six feet high at the sides, and eight feet in the center of the building.

The interior division of this villa is somewhat peculiar, and considerably different from any that we have before shown.

The principal entrance is through the porch at the front of the main hall, although the buttressed steps at the end of the piazza would seem to invite an entrance over them.

The main staircase is one of an elegant character, it having been designed specially for the place, and carved in butternut.

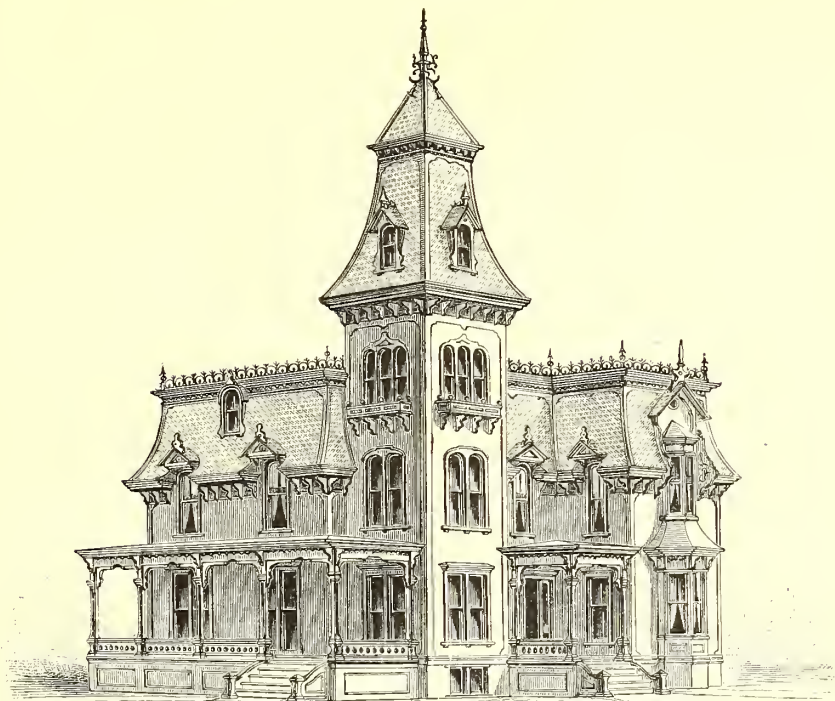
The hall is 10x24 feet, and communicates direct with the boudoir, library, parlor and dining-room; the three first named rooms communicate with each other through folding doors, and with the piazza through French windows, which have outside sliding sash for Winter use.

The dining-room passage to the kitchen is elaborately fitted with closet, drawers and cupboard, and the kitchen, or labor department, is provided with closets, pantry, and accompanied by a well equipped laundry.

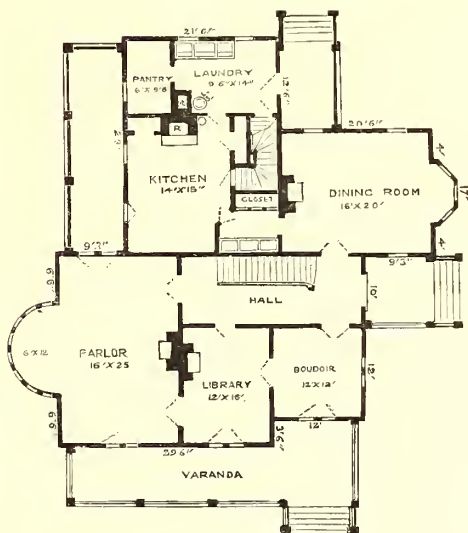
The chamber plan presents a very desirable arrangement. The entire interior is finished in hard woods, of different colors, in an unusually elaborate manner.

Cost at New York, \$17,000.

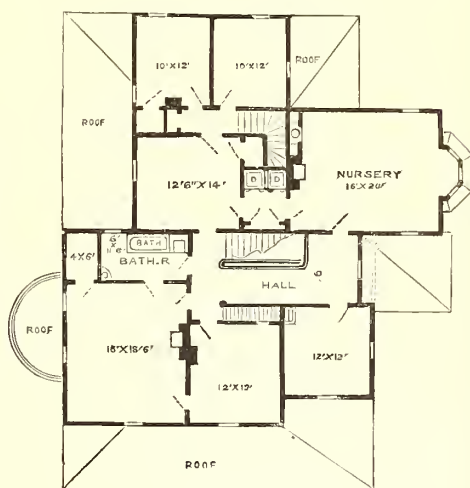




PERSPECTIVE.



GROUND PLAN.



CHAMBER PLAN.





*Plate No. 38.*

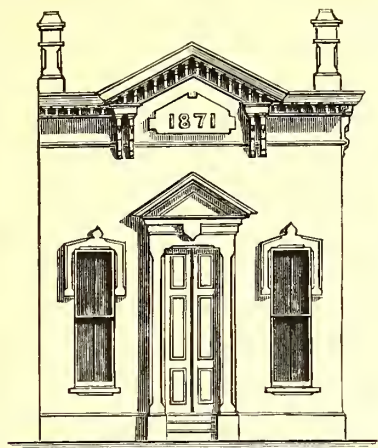
We have introduced in this plate an illustration of a small bank building, not doubting but that it will furnish some of our patrons a suggestion of what they need, and also an actual plan, which they may follow in all its details, and have when completed, a very handsome and appropriate building for the purpose for which it is designed.

The building here represented, was executed in one of the small cities of the south-west in 1871, and has given complete satisfaction so far as we are aware. It is executed in brick, with stone sills and caps, and galvanized iron cornice.

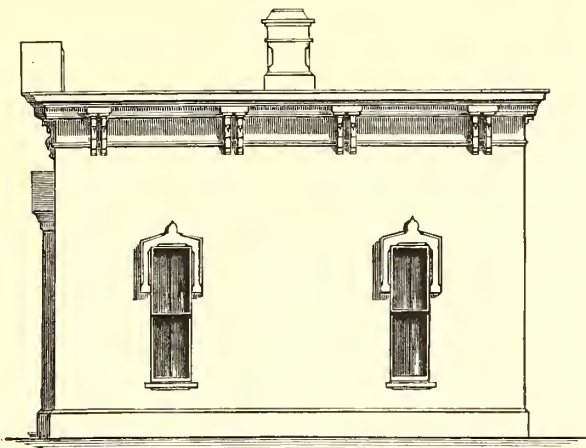
The vault is built of fire brick twelve inches thick, and is cased on the inside, walls, floor and ceiling, with plate steel a quarter of an inch thick, with a space of four inches between the steel and the brick, filled with dry, fine slacked lime. The roof is carried by bridge trusses, and no columns are used to aid in its support.

This building would be very suitable for the use of small banks, or building and loan associations, which are now becoming tolerably well known, and are being organized in many cities and towns throughout the States.

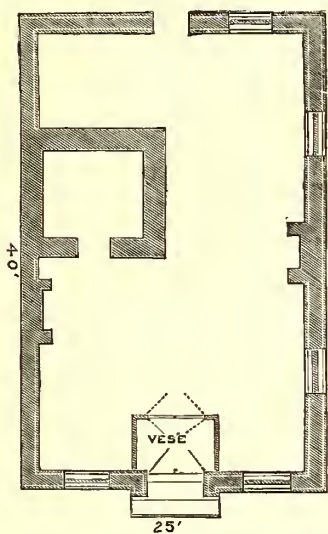
Cost at New York, \$6,000.



FRONT ELEVATION.

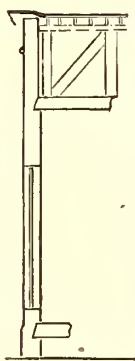


SIDE ELEVATION.

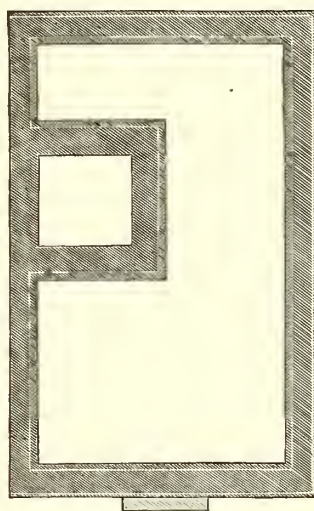


BANK PLAN,

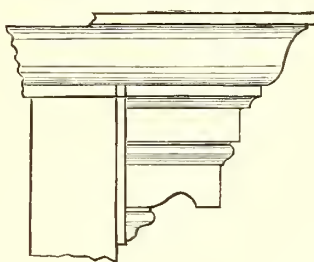
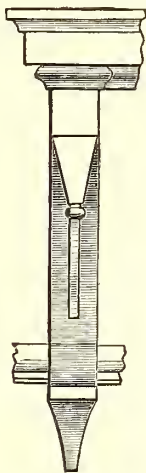
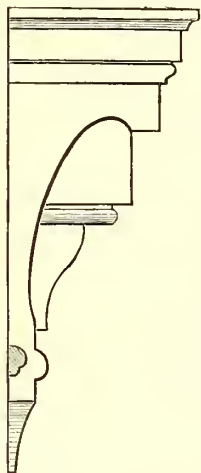
BANK.



SECTION,



FOUNDATION,







### *Plate No. 39.*

Within the past few years we have had numerous calls for small, neat stables, of about the character of those shown in this plate. Buildings which would not be unpleasant to look upon, and yet not expensive to put up.

No. A affords very comfortable accommodation for one horse and a cow, and ample room for one or two vehicles. The mow is reached by a ladder located behind the door which leads to the cow's stall, and is ample for the storage of hay and straw sufficient for the two animals.

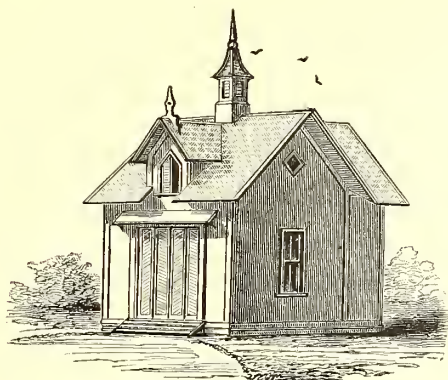
No. B is intended to accommodate two horses, and affords room for the storage of two or three vehicles. The mow is reached by a narrow and rather steep flight of steps where shown.

Both buildings are covered with slate roofs, have their mows laid with narrow dressed and matched spruce flooring one inch thick, and their lower floors with  $1\frac{1}{4}$  inch stuff. Both are boarded on the inside with dressed hemlock four feet high from the floor.

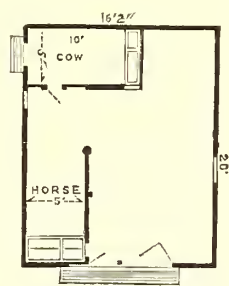
A costs at New York, \$375.

B        "        "        500.

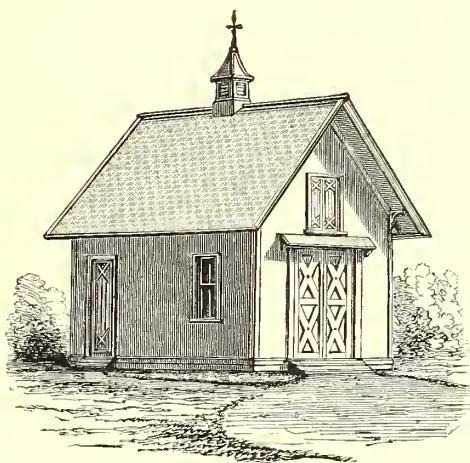




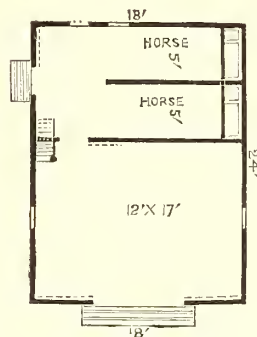
BARN A.



PLAN A.



BARN B.



PLAN B.

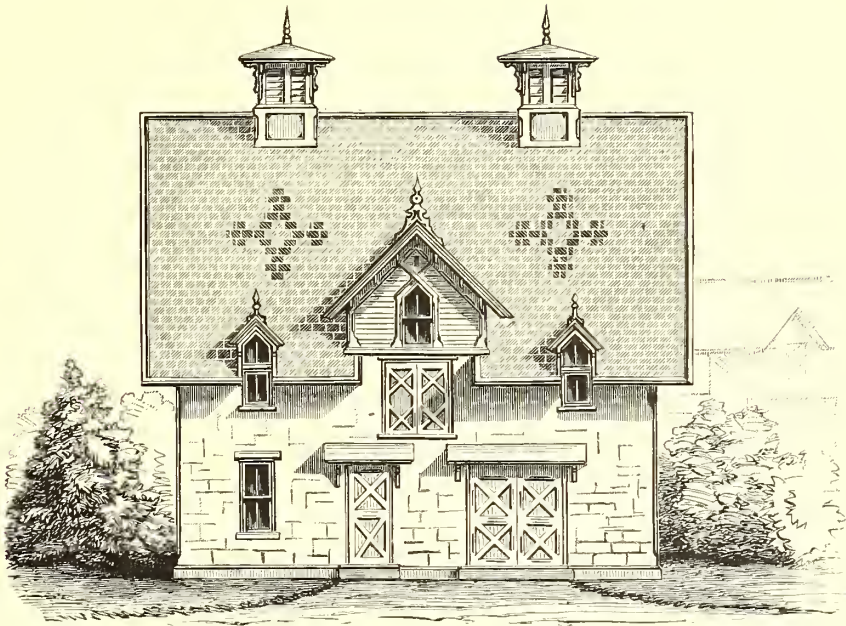




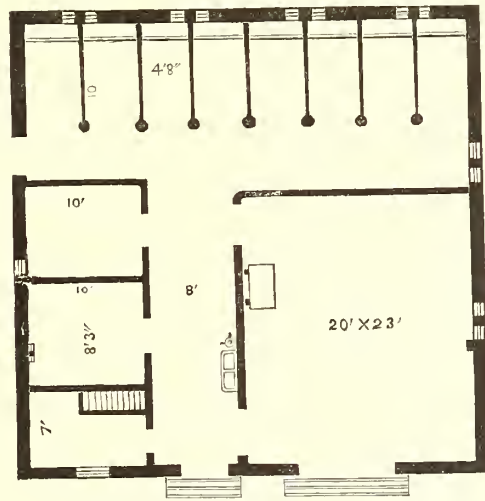
*Plate No. 40.*

The stable and carriage-house we illustrate in this plate is a very elegant building. It was executed in brown stone, in irregular courses, bedded and tool faced. The roof is covered with green slate, with blue-black figures. The doors are made of oak and oiled. There are three floors in a portion of the building, where rooms are neatly finished for the use of the hostlers. There is a cellar under the carriage-room where roots are stored.

Cost at New York, \$6,000.



FRONT ELEVATION.



PLAN.



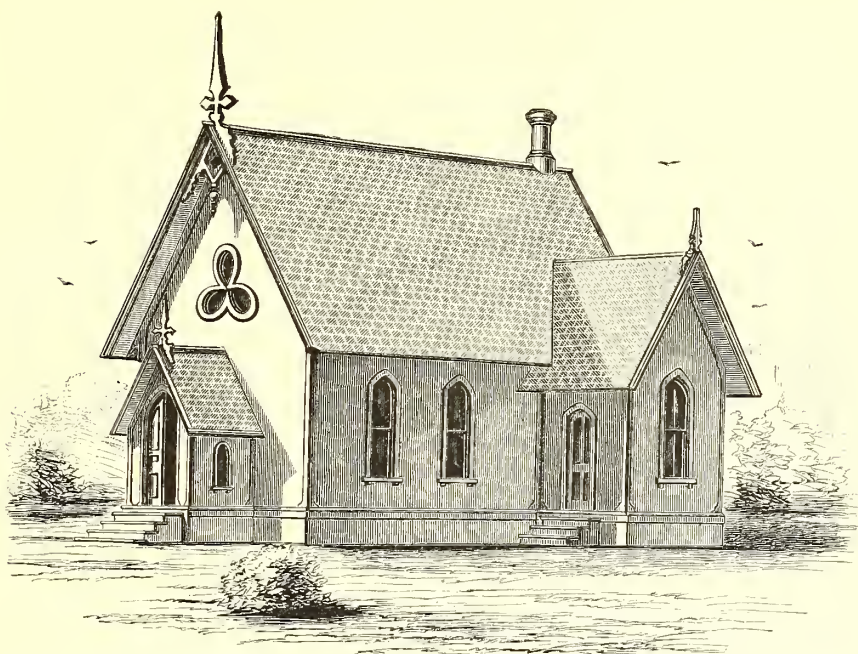


*Plate No. 41.*

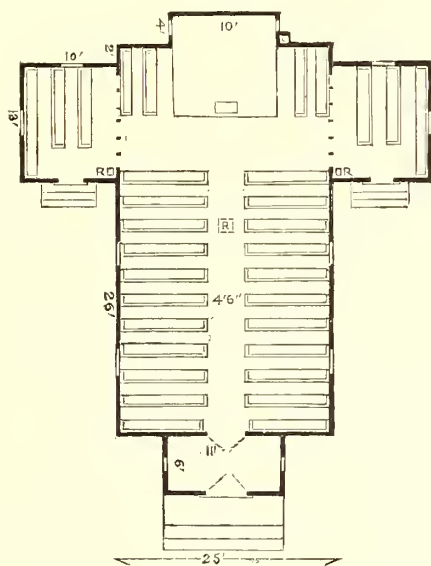
The work we have in hand would be incomplete without an example or two of the nature of this and the following plate. The building before us was erected for a small congregation, with the intention of affording them a pleasant house, in which to worship, for a very moderate sum of money. The wings admit of the separation of the infant and adult classes of the Sabbath school from the main room during the study of the lessons; after which the doors that separate them are folded up, half each way, behind the jambs, and all are again in view of the superintendent. The wings also materially increase the seating capacity of the building, and may be used or shut off by closing and opening the doors at will. The heads of the entire openings are finished on a lanset arch, like the other openings, and add very much to the effect of the interior. If the wings are omitted the expense of the building will be reduced about \$600. The roof is covered with slate, and the building warmed with a furnace.

Cost at New York, \$2,500.





PERSPECTIVE.



PLAN.

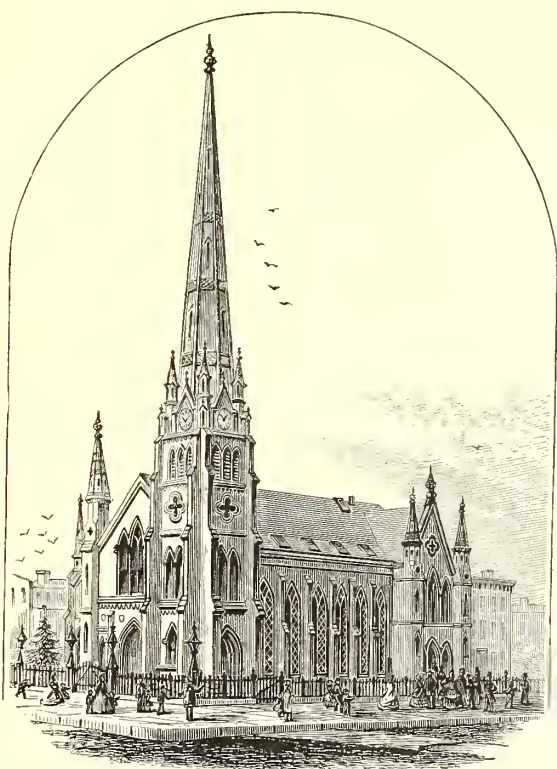




*Plate No. 42.*

The splendid church edifice illustrated in this plate is taken from one of Lefever's best productions, and is a fair example of what should be done by a church that is strong in numbers and financial resources. But we hope that no congregation may ever attempt to build after this design until every dollar of its cost is raised or assured on bond, before the first blow of the hammer that is to lay its foundations or form its architraves shall be heard. Never should a Christian people log-rolle to completion a grand building that might in a few months be sold under the auctioneer's hammer to satisfy a part of the vast floating debt incurred by its erection.

Cost at New York, \$150,000.



PERSPECTIVE.



## PLACES AND PRICES.

The following tables have been carefully prepared, and exhibit the average cost of materials and labor for the year 1876, in about four hundred cities and towns, scattered throughout the country from New York to San Francisco, and from the Atlantic to the Pacific. By these tables the difference between the cost of building in any given place and that of another is readily and reliably ascertained, as, for example, we find by adding the figures of costs as extended from New York as follows: \$33, \$6 50, \$1 25, \$2 50, \$3 50, \$2 50, \$1 50, \$6 amounts to \$56 75; while those extended from Adrian, Mich., as follows: \$12 50, \$6, \$1, \$2 50, \$2 50, \$2 50, \$1 25, \$3, only sum up \$31 25, resulting in a demonstration of the fact that the same building, in every respect, to use round numbers, would cost in Adrian, thirty-one fifty-sixths of the sum required to produce it in New York. Or, in other words, a building costing \$3,000 in New York, would cost but \$1,660 in Adrian, Mich.

These tables will not only enable the investigator to find the difference in the cost of buildings at the places therein named, but will also afford him the facility for comparing the difference between any of these places and any other at which he may be acquainted with the ruling prices of materials and labor. Again, the costs of the buildings shown in all the plates, being figured on the basis of the prices at New York, will allow of the cost being found at any given place, or at any place, by getting the costs of materials and labor:

|                                | Average cost<br>of Lumber per<br>M..... | Average cost<br>of Brick per M | Average cost<br>of Lime per<br>barrel..... | Carpenter's la-<br>bor per day.... | Mason's labor<br>per day..... | Painter's labor<br>per day..... | Common la-<br>borer per day. | Two-horse<br>team and driv-<br>er per day..... |
|--------------------------------|---|--------------------------------|--|------------------------------------|-------------------------------|---------------------------------|------------------------------|--|
| New York City and Brooklyn .   | \$33 00                                 | \$6 50                         | \$1 25                                     | \$2 50                             | \$3 50                        | \$2 50                          | \$1 50                       | \$6 00   |
| Akron, Ohio . . . . .          | 20 00                                   | 6 00                           | 90   | 2 75                               | 3 75                          | 2 75                            | 1 75                         | 3 00   |
| Ashland, New Hampshire . .     | 30 00                                   | 6 50                           | 1 00                                       | 2 25                               | 3 00                          | 2 50                            | 1 50                         | 3 50   |
| Adrian, Michigan . . . . .     | 12 50                                   | 6 00                           | 1 00                                       | 2 50                               | 2 50                          | 2 50                            | 1 25                         | 3 00   |
| Attica, New York . . . . .     | 25 00                                   | 6 50                           | 1 25                                       | 2 25                               | 2 50                          | 2 50                            | 1 25                         | 4 00   |
| Avondale, Pennsylvania. . .    | 23 00                                   | 6 00                           | 1 00                                       | 2 50                               | 3 00                          | 2 75                            | 1 50                         | 3 50   |
| Allentown, Pennsylvania . .    | 20 00                                   | 5 50                           | 1 00                                       | 2 50                               | 2 75                          | 2 00                            | 1 25                         | 4 00   |
| Altoona, Pennsylvania . . .    | 20 00                                   | 6 00                           | 1 00                                       | 2 50                               | 2 75                          | 2 25                            | 1 50                         | 3 50   |
| Allegheny City, Pennsylvania . | 16 00                                   | 6 50                           | 1 00                                       | 2 50                               | 3 00                          | 3 00                            | 1 25                         | 6 50   |
| Atlantic City, New Jersey . .  | 30 00                                   | 7 00                           | 1 25                                       | 2 25                               | 2 75                          | 2 50                            | 1 50                         | 5 00   |
| Alexandria, Virginia . . . .   | 25 00                                   | 7 00                           | 1 25                                       | 2 50                               | 3 00                          | 2 50                            | 1 25                         | 4 00   |
| Athens, Ohio . . . . .         | 25 00                                   | 6 00                           | 1 00                                       | 2 50                               | 3 00                          | 2 50                            | 1 50                         | 3 50   |
| Ashland, Kentucky . . . . .    | 25 00                                   | 7 00                           | 1 00                                       | 2 25                               | 2 50                          | 2 00                            | 1 25                         | 3 50   |
| Augusta, Kentucky . . . . .    | 25 00                                   | 6 00                           | 90   | 2 50                               | 3 00                          | 2 50                            | 1 25                         | 4 00   |
| Alton, Illinois . . . . .      | 25 00                                   | 6 00                           | 90   | 2 50                               | 3 75                          | 2 25                            | 1 50                         | 3 00   |
| Amherst, Massachusetts . . .   | 30 00                                   | 7 00                           | 1 25                                       | 2 75                               | 3 50                          | 2 50                            | 1 50                         | 4 00   |
| Aurora, Illinois . . . . .     | 25 00                                   | 6 00                           | 1 00                                       | 2 50                               | 3 00                          | 2 50                            | 1 50                         | 3 00   |
| Ann Arbor, Michigan . . . .    | 16 00                                   | 6 50                           | 1 00                                       | 2 75                               | 3 00                          | 2 50                            | 1 40                         | 3 50   |
| Appleton, Wisconsin . . . .    | 14 00                                   | 6 00                           | 1 00                                       | 2 50                               | 2 75                          | 2 50                            | 1 50                         | 3 50   |
| Atchison, Kansas . . . . .     | 25 00                                   | 6 00                           | 1 50                                       | 2 75                               | 3 00                          | 2 50                            | 1 50                         | 4 00   |
| Albany, New York . . . . .     | 30 00                                   | 6 50                           | 1 25                                       | 2 50                               | 3 50                          | 2 50                            | 1 50                         | 6 00   |
| Augusta, Maine . . . . .       | 20 00                                   | 7 00                           | 1 00                                       | 3 00                               | 3 50                          | 3 00                            | 1 50                         | 4 00   |
| Athens, New York . . . . .     | 25 00                                   | 6 50                           | 1 00                                       | 2 25                               | 2 50                          | 1 50                            | 1 50                         | 4 00   |
| Binghamton, New York . . .     | 26 00                                   | 6 50                           | 1 00                                       | 2 25                               | 2 50                          | 2 50                            | 1 25                         | 3 00   |
| Buffalo, New York . . . . .    | 20 00                                   | 6 00                           | 1 00                                       | 2 50                               | 3 00                          | 2 50                            | 1 50                         | 5 00   |
| Bayside, Long Island . . . .   | 32 00                                   | 7 00                           | 1 25                                       | 2 25                               | 2 75                          | 2 50                            | 1 50                         | 4 00   |
| Belleville, New Jersey . . .   | 30 00                                   | 6 00                           | 1 25                                       | 2 25                               | 2 50                          | 2 50                            | 1 25                         | 6 00   |
| Boonton, New Jersey . . . .    | 28 00                                   | 6 00                           | 1 25                                       | 2 25                               | 2 50                          | 2 50                            | 1 50                         | 5 00   |
| Bergen Point, New Jersey . .   | 30 00                                   | 6 50                           | 1 25                                       | 2 50                               | 3 00                          | 2 50                            | 1 50                         | 6 00   |
| Bound Brook, New Jersey . .    | 32 00                                   | 7 00                           | 1 25                                       | 2 50                               | 3 00                          | 2 25                            | 1 30                         | 4 00   |
| Burlington, New Jersey . . .   | 25 00                                   | 6 00                           | 1 25                                       | 2 50                               | 3 00                          | 2 50                            | 1 25                         | 5 00   |
| Bethlehem, Pennsylvania . .    | 20 00                                   | 6 00                           | 1 00                                       | 2 50                               | 3 50                          | 2 50                            | 1 25                         | 5 00   |
| Bedford, Pennsylvania . . . .  | 18 00                                   | 6 00                           | 1 00                                       | 2 50                               | 4 00                          | 3 00                            | 1 25                         | 5 00   |
| Baltimore, Maryland . . . .    | 30 00                                   | 6 50                           | 1 25                                       | 2 75                               | 3 50                          | 3 00                            | 1 25                         | 5 00   |
| Boone, Iowa . . . . .          | 22 00                                   | 5 50                           | 1 25                                       | 2 75                               | 3 50                          | 2 50                            | 1 50                         | 3 50   |
| Burlington, Vermont . . . .    | 20 00                                   | 6 50                           | 1 25                                       | 2 50                               | 3 00                          | 2 50                            | 1 50                         | 3 00   |



|                                | Average<br>cost<br>of Lumber per<br>M..... | Average<br>cost<br>of Brick per M | Average<br>cost<br>of Lime per<br>barrel..... | Carpenter's la-<br>bor per day.... | Mason's labor<br>per day..... | Painter's labor<br>per day..... | Common la-<br>borer per day. | Two-horse<br>team and driv-<br>er per day..... |
|--------------------------------|--|-----------------------------------|---|------------------------------------|-------------------------------|---------------------------------|------------------------------|--|
| Bordentown, New Jersey . . .   | 32 00                                      | 6 00                              | 1 25  | 2 25                               | 2 75                          | 2 25                            | 1 25                         | 3 00   |
| Boston, Massachusetts . . .    | 35 00                                      | 6 50                              | 1 25  | 3 00                               | 4 00                          | 3 00                            | 1 75                         | 6 00   |
| Bloomington, Illinois . . .    | 20 00                                      | 6 50                              | 1 25  | 2 75                               | 3 00                          | 3 00                            | 1 75                         | 3 50   |
| Burlington, Ohio . . .         | 25 00                                      | 7 00                              | 1 00  | 2 25                               | 2 50                          | 2 25                            | 1 50                         | 3 50   |
| Burlington, Iowa . . .         | 18 00                                      | 5 00                              | 1 00  | 2 50                               | 3 00                          | 2 50                            | 1 25                         | 3 50   |
| Booneville, Missouri . . .     | 20 00                                      | 6 00                              | 1 25  | 2 50                               | 2 75                          | 2 50                            | 1 20                         | 3 50   |
| Bennington, Vermont . . .      | 25 00                                      | 6 30                              | 1 25  | 2 75                               | 3 50                          | 2 50                            | 1 50                         | 4 00   |
| Bridgeport, Connecticut . .    | 30 00                                      | 6 50                              | 1 25  | 2 50                               | 3 00                          | 2 50                            | 1 50                         | 5 00   |
| Burlington, Vermont . . .      | 25 00                                      | 6 00                              | 1 00  | 2 75                               | 3 25                          | 2 25                            | 1 50                         | 4 00   |
| Ballston Spa, New York . . .   | 30 00                                      | 6 00                              | 1 00  | 2 25                               | 3 00                          | 2 00                            | 1 25                         | 4 00   |
| Cifton, New Jersey . . .       | 30 00                                      | 7 00                              | 1 25  | 2 50                               | 5 75                          | 2 50                            | 1 50                         | 5 50   |
| Corning, New York . . .        | 20 00                                      | 6 00                              | 1 00  | 2 25                               | 2 75                          | 2 25                            | 1 25                         | 4 00   |
| Cold Spring, New York . . .    | 30 00                                      | 6 00                              | 90  | 2 50                               | 3 00                          | 2 50                            | 1 50                         | 5 00   |
| Corry, Pennsylvania . . .      | 20 00                                      | 6 00                              | 1 25  | 2 50                               | 3 00                          | 2 50                            | 1 50                         | 3 50   |
| Cleveland, Ohio . . .          | 15 00                                      | 6 00                              | 1 25  | 2 50                               | 4 50                          | 2 25                            | 1 75                         | 3 00   |
| Cincinnati, Ohio . . .         | 25 00                                      | 6 50                              | 90  | 2 50                               | 3 50                          | 2 50                            | 1 50                         | 4 00   |
| Chicago, Illinois . . .        | 20 00                                      | 6 00                              | 1 25  | 2 75                               | 4 00                          | 2 25                            | 1 75                         | 4 00   |
| Caseyville, Illinois . . .     | 20 00                                      | 6 50                              | 1 25  | 2 25                               | 3 00                          | 2 25                            | 1 50                         | 3 00   |
| Creskill, New Jersey . . .     | 30 00                                      | 7 00                              | 1 25  | 2 25                               | 3 00                          | 2 25                            | 1 50                         | 3 50   |
| Cedarmere, L. I., N. Y. . .    | 32 00                                      | 7 00                              | 1 25  | 2 50                               | 3 50                          | 2 50                            | 1 25                         | 4 00   |
| Carlstadt, New Jersey . . .    | 32 00                                      | 7 00                              | 1 25  | 2 25                               | 2 50                          | 2 00                            | 1 25                         | 4 50   |
| Cooperstown, New York . . .    | 20 00                                      | 6 50                              | 1 00  | 2 50                               | 3 00                          | 2 50                            | 1 50                         | 3 50   |
| Cranford, New Jersey . . .     | 30 00                                      | 7 00                              | 1 25  | 2 25                               | 2 50                          | 2 00                            | 1 50                         | 3 50   |
| Cresson Springs, Pennsylvania  | 25 00                                      | 6 50                              | 1 00  | 2 50                               | 2 75                          | 2 50                            | 1 25                         | 3 50   |
| Canton, Ohio . . .             | 23 00                                      | 6 50                              | 1 25  | 2 50                               | 3 00                          | 2 50                            | 1 50                         | 3 50   |
| Catasauqua, Pennsylvania . .   | 25 00                                      | 6 50                              | 1 00  | 1 50                               | 1 50                          | 1 50                            | 1 00                         | 2 50   |
| Camden, New Jersey . . .       | 30 00                                      | 6 00                              | 1 00  | 2 50                               | 3 25                          | 2 50                            | 1 50                         | 5 00   |
| Cape May, New Jersey . . .     | 33 00                                      | 6 50                              | 1 25  | 2 75                               | 3 50                          | 2 50                            | 1 50                         | 6 00   |
| Clearfield, Pennsylvania . .   | 20 00                                      | 6 00                              | 1 25  | 2 25                               | 3 00                          | 2 25                            | 1 25                         | 4 00   |
| Curwinstown, Pennsylvania . .  | 20 00                                      | 6 00                              | 1 25  | 2 25                               | 2 75                          | 2 25                            | 1 50                         | 3 50   |
| Chester, Pennsylvania . . .    | 30 00                                      | 6 00                              | 1 00  | 2 50                               | 3 25                          | 2 50                            | 1 50                         | 5 00   |
| Columbus, Ohio . . .           | 25 00                                      | 6 00                              | 1 00  | 2 50                               | 3 00                          | 2 50                            | 1 25                         | 4 00   |
| Cumberland, West Virginia . .  | 25 00                                      | 6 50                              | 1 25  | 2 25                               | 2 75                          | 2 00                            | 1 50                         | 3 50   |
| Chillicothe, Ohio . . .        | 25 00                                      | 6 50                              | 1 00  | 2 50                               | 3 25                          | 2 50                            | 1 25                         | 4 00   |
| Covington, Kentucky . . .      | 25 00                                      | 6 00                              | 90  | 2 50                               | 3 50                          | 2 50                            | 1 50                         | 4 00   |
| Cedar Rapids, Iowa . . .       | 20 00                                      | 5 50                              | 1 25  | 2 75                               | 3 50                          | 2 50                            | 1 50                         | 3 50   |
| California, Missouri . . .     | 25 00                                      | 6 00                              | 1 25  | 2 50                               | 3 50                          | 2 50                            | 1 25                         | 3 50   |
| Council Bluffs, Iowa . . .     | 25 00                                      | 6 00                              | 1 00  | 2 50                               | 2 75                          | 2 50                            | 1 25                         | 3 00   |
| Charlestown, Massachusetts . . | 35 00                                      | 6 50                              | 1 25  | 3 00                               | 4 00                          | 3 00                            | 2 00                         | 6 00   |
| Cheyenne, Wyoming . . .        | 40 00                                      | 6 50                              | 1 50  | 3 00                               | 4 50                          | 3 50                            | 2 00                         | 6 00   |
| Concord, New Hampshire . . .   | 30 00                                      | 6 00                              | 1 25  | 2 75                               | 3 75                          | 3 00                            | 1 50                         | 6 00   |
| Catskill, New York . . .       | 25 00                                      | 5 50                              | 90  | 2 50                               | 3 50                          | 2 50                            | 1 50                         | 5 00   |
| Colfax, California . . .       | 30 00                                      | 7 00                              | 2 00  | 4 00                               | 4 00                          | 4 25                            | 2 50                         | 7 00   |
| Deposit, New York . . .        | 20 00                                      | 6 00                              | 1 00  | 2 50                               | 3 50                          | 2 25                            | 1 50                         | 4 00   |
| Dayton, New York . . .         | 20 00                                      | 6 00                              | 1 25  | 2 50                               | 3 50                          | 2 50                            | 1 30                         | 4 00   |
| Dunkirk, New York . . .        | 22 00                                      | 6 00                              | 1 25  | 2 50                               | 3 50                          | 2 25                            | 1 25                         | 4 50   |
| Dayton, Ohio . . .             | 25 00                                      | 5 50                              | 1 00  | 2 75                               | 3 00                          | 2 25                            | 1 50                         | 6 00   |
| Detroit, Michigan . . .        | 14 00                                      | 5 00                              | 1 50  | 2 00                               | 2 50                          | 2 50                            | 1 25                         | 3 00   |
| De Ruyter, New York . . .      | 21 00                                      | 6 00                              | 1 25  | 2 00                               | 3 00                          | 2 50                            | 2 00                         | 4 00   |
| Dover, New Jersey . . .        | 30 00                                      | 6 50                              | 1 25  | 2 25                               | 3 00                          | 2 00                            | 1 50                         | 5 00   |
| Dover, Delaware . . .          | 32 00                                      | 6 00                              | 1 25  | 2 50                               | 3 50                          | 2 50                            | 1 25                         | 4 00   |
| Decatur, Illinois . . .        | 30 00                                      | 6 50                              | 1 50  | 2 75                               | 3 25                          | 2 75                            | 1 50                         | 3 50   |
| Davenport, Iowa . . .          | 18 00                                      | 5 50                              | 1 00  | 2 50                               | 3 25                          | 2 00                            | 1 50                         | 3 25   |
| Des Moines, Iowa . . .         | 18 00                                      | 6 00                              | 1 25  | 2 50                               | 3 25                          | 2 25                            | 1 50                         | 3 50   |
| Du Buque, Iowa . . .           | 18 00                                      | 6 00                              | 1 00  | 2 50                               | 3 25                          | 2 25                            | 1 50                         | 3 50   |
| Denver, Colorado . . .         | 35 00                                      | 6 50                              | 1 50  | 3 00                               | 4 50                          | 3 00                            | 2 00                         | 5 00   |
| Danbury, Connecticut . . .     | 30 00                                      | 6 50                              | 1 00  | 2 50                               | 3 00                          | 2 25                            | 1 50                         | 3 50   |
| Derby, Connecticut . . .       | 30 00                                      | 6 50                              | 1 00  | 2 50                               | 3 00                          | 2 00                            | 1 50                         | 4 50   |
| Elmyra, New York . . .         | 20 00                                      | 6 00                              | 1 25  | 2 50                               | 3 50                          | 2 25                            | 1 50                         | 4 00   |
| Elyria, Ohio . . .             | 12 00                                      | 6 50                              | 1 00  | 2 00                               | 2 50                          | 2 50                            | 1 25                         | 3 50   |
| Elkhart, Indiana . . .         | 20 00                                      | 5 50                              | 1 25  | 2 50                               | 3 00                          | 2 25                            | 1 50                         | 3 50   |
| Effingham, Illinois . . .      | 20 00                                      | 5 50                              | 1 25  | 2 25                               | 2 75                          | 2 50                            | 1 50                         | 3 75   |
| Englewood, New Jersey . . .    | 32 00                                      | 6 00                              | 1 25  | 2 25                               | 3 00                          | 2 00                            | 1 50                         | 6 00   |
| Elizabeth, New Jersey . . .    | 30 00                                      | 6 00                              | 1 25  | 2 50                               | 3 50                          | 2 50                            | 1 50                         | 5 00   |



|                                   | Average cost of Lumber per M..... | Average cost of Brick per M | Average cost of Lime per barrel..... | Carpenter's labor per day.... | Mason's labor per day..... | Painter's labor per day..... | Common laborer per day. | Two-horse team and driver per day..... |
|-----------------------------------|-----------------------------------|-----------------------------|--------------------------------------|-------------------------------|----------------------------|------------------------------|-------------------------|--|
| Easton, Pennsylvania . . . .      | 20 00                             | 6 50                        | 1 25                                 | 2 50                          | 3 00                       | 2 25                         | 1 50                    | 4 00                                   |
| Evansville, Indiana . . . .       | 25 00                             | 5 00                        | 1 00                                 | 2 20                          | 2 50                       | 2 00                         | 1 25                    | 3 00                                   |
| Elgin, Illinois . . . . .         | 25 00                             | 6 00                        | 1 25                                 | 2 50                          | 3 00                       | 2 50                         | 1 50                    | 3 50                                   |
| Emporia, Kansas . . . . .         | 20 00                             | 6 50                        | 1 25                                 | 2 50                          | 3 00                       | 2 00                         | 1 00                    | 3 50                                   |
| Fort Wayne, Indiana . . . .       | 20 00                             | 5 00                        | 1 00                                 | 2 50                          | 3 25                       | 2 25                         | 1 50                    | 3 00                                   |
| Freehold, New Jersey . . . .      | 33 00                             | 5 50                        | 1 25                                 | 2 50                          | 3 00                       | 2 50                         | 1 50                    | 4 00                                   |
| Fredericksburgh, Virginia . .     | 20 00                             | 4 00                        | 1 00                                 | 1 75                          | 1 75                       | 1 25                         | 75                      | 4 00                                   |
| Freeport, Illinois . . . . .      | 15 00                             | 6 50                        | 1 25                                 | 2 50                          | 3 00                       | 2 50                         | 1 50                    | 3 00                                   |
| Fon du Lac, Wisconsin . . . .     | 15 00                             | 6 50                        | 1 00                                 | 2 25                          | 3 50                       | 2 50                         | 1 50                    | 4 00                                   |
| Farmingham, Massachusetts . .     | 30 00                             | 6 00                        | 1 25                                 | 2 75                          | 3 25                       | 2 50                         | 1 50                    | 4 50                                   |
| Fremont, Nebraska . . . . .       | 30 00                             | 6 50                        | 1 50                                 | 2 75                          | 3 50                       | 2 50                         | 1 50                    | 4 00                                   |
| Greenwood, New York . . . . .     | 20 00                             | 6 00                        | 1 00                                 | 2 50                          | 3 00                       | 2 20                         | 1 25                    | 3 50                                   |
| Gray Court, New York . . . .      | 20 00                             | 6 00                        | 1 00                                 | 2 50                          | 3 00                       | 2 25                         | 1 50                    | 3 50                                   |
| Goshen, New York . . . . .        | 25 00                             | 6 50                        | 1 00                                 | 2 25                          | 2 75                       | 2 00                         | 1 50                    | 4 00                                   |
| Guymard, New York . . . . .       | 22 00                             | 6 50                        | 1 00                                 | 2 25                          | 2 75                       | 2 00                         | 1 50                    | 3 50                                   |
| Gouldsboro, Pennsylvania . . .    | 20 00                             | 6 00                        | 1 25                                 | 2 50                          | 3 00                       | 2 50                         | 1 50                    | 4 00                                   |
| Greenville, New Jersey . . . .    | 30 00                             | 6 50                        | 1 25                                 | 2 25                          | 3 00                       | 2 00                         | 1 50                    | 4 50                                   |
| Greensburg, Pennsylvania . . .    | 20 00                             | 6 00                        | 1 25                                 | 2 50                          | 3 00                       | 2 25                         | 1 50                    | 3 50                                   |
| Grafton, West Virginia . . . .    | 25 00                             | 6 50                        | 1 25                                 | 2 25                          | 3 25                       | 2 50                         | 1 25                    | 3 50                                   |
| Grand Rapids, Michigan . . . .    | 12 00                             | 5 50                        | 1 00                                 | 2 50                          | 2 75                       | 2 50                         | 1 50                    | 4 00                                   |
| Grand Haven, Michigan . . . .     | 10 00                             | 5 00                        | 1 00                                 | 2 00                          | 2 00                       | 2 00                         | 1 25                    | 3 50                                   |
| Gilman, Illinois . . . . .        | 25 00                             | 6 00                        | 1 25                                 | 2 50                          | 2 75                       | 2 50                         | 1 50                    | 3 50                                   |
| Galesburgh, Illinois . . . . .    | 25 00                             | 6 00                        | 1 25                                 | 2 50                          | 3 00                       | 2 25                         | 1 50                    | 3 50                                   |
| Galena, Illinois . . . . .        | 18 00                             | 5 50                        | 1 25                                 | 2 50                          | 3 00                       | 2 50                         | 1 50                    | 4 00                                   |
| Greenfield, Massachusetts . . .   | 30 00                             | 6 00                        | 1 25                                 | 2 50                          | 4 00                       | 3 00                         | 2 00                    | 5 00                                   |
| Greenwich, Connecticut . . . .    | 30 00                             | 6 50                        | 1 00                                 | 2 50                          | 3 50                       | 2 50                         | 1 50                    | 4 00                                   |
| Geneva, New York . . . . .        | 20 00                             | 5 00                        | 1 00                                 | 2 25                          | 2 75                       | 2 25                         | 1 50                    | 3 50                                   |
| Hawthorn, New Jersey . . . . .    | 30 00                             | 7 00                        | 1 25                                 | 2 25                          | 2 50                       | 2 00                         | 1 50                    | 5 00                                   |
| Hohokus, New Jersey . . . . .     | 30 00                             | 7 00                        | 1 25                                 | 2 25                          | 2 50                       | 2 00                         | 1 50                    | 5 00                                   |
| Hornellsville, New York . . . .   | 20 00                             | 6 00                        | 1 00                                 | 2 50                          | 3 00                       | 2 25                         | 1 50                    | 4 00                                   |
| Hamilton, Ohio . . . . .          | 25 00                             | 5 50                        | 1 00                                 | 2 50                          | 2 75                       | 2 50                         | 1 50                    | 3 50                                   |
| Hamilton, Canada . . . . .        | 20 00                             | 6 00                        | 1 00                                 | 2 25                          | 2 50                       | 2 00                         | 1 25                    | 3 00                                   |
| Highland, Illinois . . . . .      | 25 00                             | 6 50                        | 1 25                                 | 2 50                          | 3 00                       | 2 50                         | 1 50                    | 4 00                                   |
| Highland, New Jersey . . . . .    | 30 00                             | 5 75                        | 1 25                                 | 2 25                          | 2 50                       | 2 25                         | 1 50                    | 5 00                                   |
| Hackensack, New Jersey . . . .    | 30 00                             | 5 50                        | 1 00                                 | 2 25                          | 2 50                       | 2 25                         | 1 50                    | 6 00                                   |
| Hawley, Pennsylvania . . . . .    | 20 00                             | 6 00                        | 1 25                                 | 2 50                          | 3 00                       | 2 50                         | 1 50                    | 4 00                                   |
| Harrisburgh, Pennsylvania . . .   | 25 00                             | 6 50                        | 1 25                                 | 2 50                          | 3 50                       | 2 50                         | 1 50                    | 3 50                                   |
| Huntingdon, Pennsylvania . . . .  | 25 00                             | 6 00                        | 1 25                                 | 2 00                          | 2 50                       | 2 00                         | 1 25                    | 3 50                                   |
| Hanover, Pennsylvania . . . . .   | 25 00                             | 6 00                        | 1 25                                 | 1 50                          | 1 50                       | 1 25                         | 1 00                    | 3 00                                   |
| Huntington, West Virginia . . .   | 25 00                             | 6 50                        | 1 00                                 | 2 25                          | 3 00                       | 2 00                         | 1 50                    | 4 00                                   |
| Herman, Missouri . . . . .        | 20 00                             | 6 00                        | 1 25                                 | 2 50                          | 3 00                       | 2 50                         | 1 25                    | 4 00                                   |
| Hannibal, Missouri . . . . .      | 20 00                             | 6 00                        | 1 00                                 | 2 50                          | 3 00                       | 2 50                         | 1 25                    | 4 00                                   |
| Hartford, Connecticut . . . . .   | 32 00                             | 6 50                        | 1 00                                 | 2 50                          | 3 50                       | 2 50                         | 1 50                    | 5 00                                   |
| Hudson, New York . . . . .        | 28 00                             | 6 00                        | 90                                   | 2 25                          | 3 00                       | 2 25                         | 1 50                    | 4 00                                   |
| Illinoistown, Illinois . . . . .  | 25 00                             | 6 00                        | 1 00                                 | 2 50                          | 3 50                       | 2 25                         | 1 50                    | 4 00                                   |
| Indianapolis, Indiana . . . . .   | 25 00                             | 5 50                        | 1 25                                 | 2 50                          | 3 75                       | 2 00                         | 1 50                    | 5 00                                   |
| Ithaca, New York . . . . .        | 20 00                             | 6 00                        | 1 00                                 | 2 25                          | 3 00                       | 2 25                         | 1 50                    | 4 00                                   |
| Ironton, Ohio . . . . .           | 25 00                             | 6 00                        | 1 00                                 | 2 25                          | 2 50                       | 2 50                         | 1 25                    | 3 50                                   |
| Jamestown, New York . . . . .     | 22 00                             | 6 00                        | 1 25                                 | 2 25                          | 2 75                       | 2 25                         | 1 50                    | 4 00                                   |
| Jackson, Michigan . . . . .       | 18 00                             | 5 50                        | 1 00                                 | 2 50                          | 3 00                       | 2 50                         | 1 50                    | 3 50                                   |
| Jeffersonville, Indiana . . . . . | 25 00                             | 6 00                        | 1 25                                 | 2 25                          | 2 75                       | 2 50                         | 1 50                    | 4 00                                   |
| Joliet, Illinois . . . . .        | 18 00                             | 5 00                        | 90                                   | 2 25                          | 2 50                       | 1 75                         | 1 50                    | 3 00                                   |
| Jefferson City, Missouri . . . .  | 22 00                             | 6 00                        | 1 00                                 | 2 50                          | 3 00                       | 2 50                         | 1 25                    | 4 50                                   |
| Jersey City, New Jersey . . . .   | 32 00                             | 5 50                        | 90                                   | 2 50                          | 3 00                       | 2 50                         | 1 50                    | 6 00                                   |
| Kalamazoo, Michigan . . . . .     | 15 00                             | 6 00                        | 90                                   | 2 50                          | 3 50                       | 3 00                         | 1 50                    | 3 00                                   |
| Knightstown, Indiana . . . . .    | 25 00                             | 6 00                        | 1 25                                 | 2 50                          | 3 00                       | 2 25                         | 1 50                    | 3 50                                   |
| Kingston, New York . . . . .      | 28 00                             | 5 50                        | 80                                   | 2 25                          | 3 00                       | 2 25                         | 1 50                    | 3 50                                   |
| Kirkwood, Missouri . . . . .      | 25 00                             | 6 50                        | 1 00                                 | 2 50                          | 3 50                       | 2 50                         | 1 00                    | 4 00                                   |
| Kansas City, Missouri . . . . .   | 30 00                             | 6 00                        | 1 25                                 | 2 50                          | 3 50                       | 2 50                         | 1 50                    | 5 00                                   |
| Lake View, New Jersey . . . . .   | 32 00                             | 6 50                        | 1 25                                 | 2 25                          | 2 50                       | 2 00                         | 1 50                    | 6 00                                   |
| Lackawaxen, Pennsylvania . . . .  | 20 00                             | 6 00                        | 1 00                                 | 2 50                          | 2 75                       | 2 50                         | 1 50                    | 4 50                                   |
| London, Canada . . . . .          | 20 00                             | 6 00                        | 1 25                                 | 1 75                          | 2 00                       | 1 50                         | 1 12                    | 3 50                                   |
| Lawrenceburgh, Indiana . . . .    | 25 00                             | 5 50                        | 1 25                                 | 2 00                          | 2 50                       | 2 25                         | 1 50                    | 4 00                                   |
| Lebanon, Pennsylvania . . . . .   | 20 00                             | 6 00                        | 1 00                                 | 2 50                          | 3 00                       | 2 50                         | 1 50                    | 4 50                                   |

|                                      | Average cost<br>of Lumber per<br>M..... | Average cost<br>of Brick per M | Average cost<br>of Lime per<br>barrel..... | Carpenter's la-<br>bor per day.... | Mason's labor<br>per day..... | Painter's labor<br>per day..... | Common la-<br>borer per day. | Two-horse<br>team and driv-<br>er per day..... |
|--------------------------------------|---|--------------------------------|--|------------------------------------|-------------------------------|---------------------------------|------------------------------|--|
| Lewistown, Pennsylvania . . . . .    | 20 00                                   | 6 00                           | 1 00                                       | 2 50                               | 3 00                          | 2 50                            | 1 50                         | 4 00   |
| Lima, Ohio . . . . .                 | 25 00                                   | 5 50                           | 1 00                                       | 2 00                               | 2 50                          | 2 00                            | 1 25                         | 3 50   |
| Lycoming, Pennsylvania . . . . .     | 20 00                                   | 6 00                           | 1 00                                       | 2 50                               | 2 75                          | 2 25                            | 1 50                         | 4 00   |
| Lock Haven, Pennsylvania . . . . .   | 20 00                                   | 5 00                           | 80   | 2 50                               | 3 00                          | 2 50                            | 1 50                         | 4 00   |
| Long Branch, New Jersey . . . . .    | 33 00                                   | 7 00                           | 1 25                                       | 2 75                               | 3 00                          | 2 50                            | 1 50                         | 6 00   |
| Lancaster, Pennsylvania . . . . .    | 20 00                                   | 5 00                           | 75   | 2 00                               | 2 75                          | 2 25                            | 1 00                         | 5 00   |
| Logansport, Indiana . . . . .        | 20 00                                   | 5 50                           | 1 00                                       | 2 50                               | 3 00                          | 2 50                            | 1 50                         | 4 00   |
| Lancaster, Ohio . . . . .            | 25 00                                   | 6 00                           | 1 25                                       | 2 25                               | 2 50                          | 2 25                            | 1 50                         | 3 50   |
| Lynchburg, Virginia . . . . .        | 15 00                                   | 5 00                           | 1 00                                       | 2 25                               | 3 00                          | 2 00                            | 1 00                         | 3 00   |
| Louisville, Kentucky . . . . .       | 25 00                                   | 5 50                           | 1 00                                       | 2 50                               | 3 00                          | 2 50                            | 1 25                         | 3 50   |
| Lansing, Michigan . . . . .          | 13 00                                   | 5 00                           | 1 00                                       | 3 00                               | 3 00                          | 2 50                            | 1 50                         | 3 00   |
| Lafayette, Indiana . . . . .         | 20 00                                   | 5 50                           | 1 25                                       | 2 50                               | 3 00                          | 2 25                            | 1 50                         | 4 00   |
| Lawrence, Kansas . . . . .           | 25 00                                   | 6 00                           | 1 25                                       | 3 00                               | 4 00                          | 2 50                            | 1 50                         | 5 00   |
| Leavenworth City, Kansas . . . . .   | 25 00                                   | 6 00                           | 1 25                                       | 2 75                               | 3 75                          | 2 25                            | 1 50                         | 5 00   |
| Lowell, Massachusetts . . . . .      | 30 00                                   | 6 50                           | 1 25                                       | 3 00                               | 3 50                          | 3 00                            | 1 75                         | 5 50   |
| Littleton, New Hampshire . . . . .   | 30 00                                   | 5 00                           | 1 25                                       | 3 00                               | 3 75                          | 3 50                            | 2 00                         | 6 00   |
| Los Angeles, California . . . . .    | 28 00                                   | 7 00                           | 1 50                                       | 4 00                               | 4 50                          | 4 00                            | 2 00                         | 5 00   |
| Middletown, New York . . . . .       | 22 00                                   | 5 00                           | 1 00                                       | 2 50                               | 3 00                          | 3 00                            | 1 40                         | 3 25   |
| Meadville, Pennsylvania . . . . .    | 20 00                                   | 5 50                           | 1 25                                       | 2 25                               | 2 75                          | 2 00                            | 1 25                         | 4 00   |
| Mansfield, Ohio . . . . .            | 25 00                                   | 6 00                           | 1 25                                       | 2 50                               | 3 00                          | 2 25                            | 1 50                         | 4 00   |
| Marion, Ohio . . . . .               | 25 00                                   | 5 50                           | 1 30                                       | 2 50                               | 3 50                          | 2 50                            | 1 50                         | 4 00   |
| Mt. Clair, New Jersey . . . . .      | 33 00                                   | 7 00                           | 1 25                                       | 2 25                               | 2 50                          | 2 50                            | 1 50                         | 5 00   |
| Milburn, New Jersey . . . . .        | 30 00                                   | 7 00                           | 1 25                                       | 2 25                               | 2 75                          | 2 50                            | 1 50                         | 4 50   |
| Madison, New Jersey . . . . .        | 30 00                                   | 7 00                           | 1 25                                       | 2 50                               | 2 75                          | 2 50                            | 1 50                         | 4 00   |
| Morristown, New Jersey . . . . .     | 30 00                                   | 7 00                           | 1 25                                       | 2 50                               | 3 00                          | 2 50                            | 1 50                         | 5 00   |
| Martinsburg, West Virginia . . . . . | 25 00                                   | 6 50                           | 1 00                                       | 2 25                               | 3 00                          | 2 25                            | 1 00                         | 3 00   |
| Mayville, Kentucky . . . . .         | 25 00                                   | 5 50                           | 90   | 2 50                               | 2 75                          | 2 25                            | 1 25                         | 3 50   |
| Madison, Indiana . . . . .           | 25 00                                   | 5 50                           | 1 00                                       | 2 00                               | 2 50                          | 1 50                            | 1 50                         | 4 00   |
| Mendota, Illinois . . . . .          | 25 00                                   | 6 00                           | 1 25                                       | 2 50                               | 2 75                          | 2 00                            | 1 50                         | 4 00   |
| Mt. Pleasant, Iowa . . . . .         | 18 00                                   | 5 00                           | 1 25                                       | 2 50                               | 3 00                          | 2 50                            | 1 25                         | 3 00   |
| Muscatine, Iowa . . . . .            | 20 00                                   | 5 00                           | 1 25                                       | 2 25                               | 3 00                          | 2 50                            | 1 50                         | 3 50   |
| Milwaukee, Wisconsin . . . . .       | 18 00                                   | 5 50                           | 1 00                                       | 2 50                               | 3 50                          | 2 50                            | 1 50                         | 5 00   |
| Madison, Wisconsin . . . . .         | 18 00                                   | 5 50                           | 1 00                                       | 2 50                               | 3 00                          | 2 50                            | 1 50                         | 5 00   |
| Macon City, Missouri . . . . .       | 25 00                                   | 6 00                           | 1 00                                       | 2 00                               | 3 00                          | 2 50                            | 1 00                         | 2 50   |
| Mineral Point, Missouri . . . . .    | 28 00                                   | 6 50                           | 1 25                                       | 2 50                               | 3 50                          | 2 50                            | 1 00                         | 3 00   |
| Montpelier, Vermont . . . . .        | 15 00                                   | 6 00                           | 1 25                                       | 2 00                               | 3 25                          | 2 00                            | 1 25                         | 4 00   |
| Narrowsburg, New York . . . . .      | 20 00                                   | 5 50                           | 1 00                                       | 2 50                               | 3 00                          | 2 25                            | 1 50                         | 4 00   |
| Norwalk, Ohio . . . . .              | 23 00                                   | 6 00                           | 1 25                                       | 2 25                               | 2 75                          | 2 25                            | 1 50                         | 3 50   |
| Niagara Falls, New York . . . . .    | 20 00                                   | 5 50                           | 1 00                                       | 2 25                               | 3 00                          | 2 50                            | 1 50                         | 4 00   |
| New Durham, New Jersey . . . . .     | 30 00                                   | 6 50                           | 1 25                                       | 2 25                               | 2 50                          | 2 25                            | 1 50                         | 5 00   |
| Nyaack, New York . . . . .           | 32 00                                   | 6 00                           | 1 00                                       | 2 50                               | 3 00                          | 2 50                            | 1 50                         | 4 50   |
| Newburgh, New York . . . . .         | 30 00                                   | 5 00                           | 80   | 2 00                               | 2 50                          | 2 00                            | 1 25                         | 5 00   |
| Newark, New Jersey . . . . .         | 30 00                                   | 5 50                           | 1 00                                       | 2 25                               | 2 75                          | 2 00                            | 1 50                         | 6 00   |
| New Brunswick, New Jersey . . . . .  | 30 00                                   | 6 00                           | 1 00                                       | 2 00                               | 2 50                          | 2 00                            | 1 25                         | 5 00   |
| Norristown, Pennsylvania . . . . .   | 20 00                                   | 5 50                           | 1 25                                       | 2 25                               | 2 75                          | 2 25                            | 1 50                         | 4 00   |
| Newark, Ohio . . . . .               | 25 00                                   | 6 00                           | 1 25                                       | 2 50                               | 3 00                          | 2 25                            | 1 50                         | 3 50   |
| Norfolk, Virginia . . . . .          | 25 00                                   | 6 50                           | 1 25                                       | 2 50                               | 2 75                          | 2 00                            | 1 00                         | 3 50   |
| New Richmond, Ohio . . . . .         | 25 00                                   | 6 00                           | 1 00                                       | 2 25                               | 3 00                          | 2 00                            | 1 25                         | 4 00   |
| Newport, Kentucky . . . . .          | 25 00                                   | 5 50                           | 1 00                                       | 2 20                               | 3 00                          | 2 00                            | 1 50                         | 4 00   |
| New Albany, Indiana . . . . .        | 25 00                                   | 6 00                           | 1 25                                       | 2 50                               | 3 00                          | 2 25                            | 1 50                         | 3 50   |
| Norwalk, Connecticut . . . . .       | 25 00                                   | 6 50                           | 1 25                                       | 2 50                               | 2 75                          | 2 50                            | 1 50                         | 5 00   |
| Newhaven, Connecticut . . . . .      | 30 00                                   | 6 50                           | 1 25                                       | 2 50                               | 2 75                          | 2 50                            | 1 50                         | 6 00   |
| New London, Connecticut . . . . .    | 30 00                                   | 6 50                           | 1 25                                       | 2 50                               | 3 00                          | 2 50                            | 1 50                         | 5 00   |
| Norwich, Connecticut . . . . .       | 30 00                                   | 6 50                           | 1 25                                       | 2 50                               | 3 00                          | 2 50                            | 1 50                         | 5 00   |
| Newport, Rhode Island . . . . .      | 40 00                                   | 7 00                           | 1 25                                       | 1 75                               | 2 25                          | 2 00                            | 1 25                         | 5 00   |
| Newburyport, Massachusetts . . . . . | 35 00                                   | 6 50                           | 1 25                                       | 2 00                               | 3 25                          | 2 25                            | 1 50                         | 4 50   |
| Manchester, New Hampshire . . . . .  | 30 00                                   | 6 50                           | 1 50                                       | 2 50                               | 5 00                          | 2 50                            | 1 50                         | 4 00   |
| Napa City, California . . . . .      | 28 00                                   | 7 00                           | 1 50                                       | 3 50                               | 4 00                          | 3 50                            | 1 75                         | 4 00   |
| Oswego, New York . . . . .           | 25 00                                   | 6 50                           | 1 25                                       | 2 25                               | 3 00                          | 2 25                            | 1 25                         | 5 00   |
| Olcan, New York . . . . .            | 20 00                                   | 6 00                           | 1 00                                       | 2 50                               | 2 75                          | 2 00                            | 1 50                         | 4 00   |
| Oberlin, Ohio . . . . .              | 20 00                                   | 6 00                           | 1 00                                       | 2 25                               | 2 50                          | 2 25                            | 1 50                         | 3 50   |
| Ottawa, Illinois . . . . .           | 16 00                                   | 6 00                           | 1 25                                       | 2 50                               | 3 00                          | 2 50                            | 1 50                         | 3 00   |
| Olney, Illinois . . . . .            | 20 00                                   | 5 50                           | 1 25                                       | 2 50                               | 2 50                          | 2 00                            | 1 50                         | 3 25   |
| Orange, New Jersey . . . . .         | 25 00                                   | 6 00                           | 1 25                                       | 2 25                               | 2 50                          | 2 00                            | 1 25                         | 3 50   |

|                                       | Average cost of Lumber per M..... | Average cost of Brick per M..... | Average cost of Lumber per barrel..... | Carpenter's labor per day..... | Mason's labor per day..... | Painter's labor per day..... | Common laborer per day..... | Two-horse team and driver per day..... |
|---------------------------------------|-----------------------------------|----------------------------------|--|--------------------------------|----------------------------|------------------------------|-----------------------------|--|
| Orville, Ohio . . . . .               | 25 00                             | 6 00                             | 1 25                                   | 2 25                           | 2 50                       | 2 00                         | 1 25                        | 3 50                                   |
| Oberdeen, Ohio . . . . .              | 25 00                             | 6 00                             | 1 00                                   | 2 50                           | 2 75                       | 2 25                         | 1 30                        | 3 75                                   |
| Ottumwa, Iowa . . . . .               | 20 00                             | 5 50                             | 1 25                                   | 2 50                           | 3 00                       | 2 50                         | 1 50                        | 3 50                                   |
| Omaha, Nebraska . . . . .             | 30 00                             | 6 00                             | 1 75                                   | 2 25                           | 2 75                       | 2 50                         | 2 00                        | 4 00                                   |
| Ogden, Utah . . . . .                 | 25 00                             | 7 00                             | 1 50                                   | 3 00                           | 4 00                       | 3 00                         | 2 00                        | 5 00                                   |
| Oswego, New York . . . . .            | 18 00                             | 6 50                             | 1 50                                   | 2 00                           | 2 50                       | 2 00                         | 1 00                        | 3 50                                   |
| Oakland, California . . . . .         | 25 00                             | 7 00                             | 1 25                                   | 3 50                           | 4 50                       | 3 50                         | 2 00                        | 5 50                                   |
| Oroville, California . . . . .        | 25 00                             | 6 00                             | 1 50                                   | 4 00                           | 4 00                       | 4 00                         | 2 75                        | 5 00                                   |
| Passaic, New Jersey . . . . .         | 30 00                             | 6 50                             | 1 25                                   | 2 25                           | 2 50                       | 2 00                         | 1 50                        | 5 00                                   |
| Port Jervis, New York . . . . .       | 20 00                             | 5 00                             | 1 00                                   | 2 75                           | 3 50                       | 3 00                         | 1 75                        | 5 00                                   |
| Portage, New York . . . . .           | 20 00                             | 5 50                             | 1 00                                   | 2 50                           | 3 00                       | 2 25                         | 1 50                        | 5 00                                   |
| Paris, Canada . . . . .               | 18 00                             | 5 00                             | 1 00                                   | 1 65                           | 2 00                       | 1 50                         | 1 20                        | 3 50                                   |
| Piermont, New York . . . . .          | 20 00                             | 5 00                             | 1 00                                   | 2 50                           | 3 00                       | 2 50                         | 1 50                        | 4 00                                   |
| Pompton, New Jersey . . . . .         | 28 00                             | 6 50                             | 1 25                                   | 2 50                           | 2 75                       | 2 25                         | 1 50                        | 4 00                                   |
| Plainfield, New Jersey . . . . .      | 32 00                             | 7 00                             | 1 25                                   | 2 50                           | 3 00                       | 2 50                         | 1 50                        | 5 00                                   |
| Pittsburgh, Pennsylvania . . . . .    | 16 00                             | 6 50                             | 1 00                                   | 2 50                           | 3 00                       | 3 00                         | 1 25                        | 6 50                                   |
| Plymouth, Indiana . . . . .           | 16 00                             | 5 00                             | 1 25                                   | 2 00                           | 2 00                       | 2 00                         | 1 35                        | 3 00                                   |
| Pittston, Pennsylvania . . . . .      | 18 00                             | 6 50                             | 1 25                                   | 2 25                           | 2 75                       | 2 00                         | 1 50                        | 4 00                                   |
| Pottsville, Pennsylvania . . . . .    | 20 00                             | 6 50                             | 1 25                                   | 2 25                           | 3 00                       | 2 25                         | 1 50                        | 4 00                                   |
| Perth Amboy, New Jersey . . . . .     | 30 00                             | 6 50                             | 1 25                                   | 2 25                           | 3 00                       | 2 00                         | 1 50                        | 5 00                                   |
| Princeton, New Jersey . . . . .       | 32 00                             | 6 50                             | 1 25                                   | 2 50                           | 3 00                       | 2 25                         | 1 50                        | 5 00                                   |
| Philadelphia, Pennsylvania . . . . .  | 25 00                             | 6 00                             | 1 00                                   | 2 50                           | 3 50                       | 2 50                         | 1 25                        | 6 00                                   |
| Piqua, Ohio . . . . .                 | 20 00                             | 5 50                             | 1 00                                   | 2 25                           | 2 50                       | 2 00                         | 1 25                        | 3 50                                   |
| Parkersburg, West Virginia . . . . .  | 18 00                             | 6 00                             | 1 25                                   | 2 50                           | 2 75                       | 2 25                         | 1 50                        | 4 00                                   |
| Portsmouth, Ohio . . . . .            | 25 00                             | 7 00                             | 1 10                                   | 2 50                           | 3 00                       | 2 50                         | 1 50                        | 4 00                                   |
| Paducah, Kentucky . . . . .           | 20 00                             | 6 00                             | 1 00                                   | 2 25                           | 2 50                       | 2 00                         | 1 00                        | 3 00                                   |
| Peoria, Illinois . . . . .            | 25 00                             | 6 50                             | 1 25                                   | 2 50                           | 3 00                       | 2 50                         | 1 50                        | 4 50                                   |
| Pilot Knob, Missouri . . . . .        | 25 00                             | 6 00                             | 1 25                                   | 3 00                           | 3 50                       | 2 50                         | 1 25                        | 4 00                                   |
| Pittsfield, Massachusetts . . . . .   | 30 00                             | 6 50                             | 1 25                                   | 2 75                           | 3 00                       | 2 50                         | 1 50                        | 4 50                                   |
| Petersburg, New York . . . . .        | 20 00                             | 5 50                             | 1 00                                   | 2 50                           | 2 75                       | 2 00                         | 1 50                        | 4 00                                   |
| Putnam, New York . . . . .            | 30 00                             | 6 00                             | 1 25                                   | 2 75                           | 3 00                       | 2 25                         | 1 50                        | 3 75                                   |
| Providence, Rhode Island . . . . .    | 33 00                             | 7 00                             | 1 25                                   | 2 50                           | 3 50                       | 2 50                         | 1 50                        | 5 00                                   |
| Plymouth, Massachusetts . . . . .     | 30 00                             | 6 50                             | 1 25                                   | 2 50                           | 3 25                       | 2 50                         | 1 50                        | 4 00                                   |
| Portsmouth, New Hampshire . . . . .   | 28 00                             | 6 50                             | 1 25                                   | 2 75                           | 3 50                       | 2 50                         | 1 50                        | 4 00                                   |
| Portland, Maine . . . . .             | 30 00                             | 6 50                             | 1 25                                   | 2 75                           | 3 00                       | 2 25                         | 1 50                        | 5 00                                   |
| Peekskill, New York . . . . .         | 30 00                             | 6 00                             | 90                                     | 2 25                           | 2 50                       | 2 00                         | 1 50                        | 4 00                                   |
| Poughkeepsie, New York . . . . .      | 32 00                             | 6 00                             | 90                                     | 2 50                           | 3 00                       | 2 50                         | 1 50                        | 5 00                                   |
| Petaluma, California . . . . .        | 25 00                             | 7 00                             | 1 50                                   | 4 00                           | 4 50                       | 4 00                         | 2 00                        | 5 00                                   |
| Paterson, New Jersey . . . . .        | 30 00                             | 6 50                             | 1 25                                   | 2 25                           | 3 00                       | 2 00                         | 1 50                        | 5 00                                   |
| Queenstown, Canada . . . . .          | 20 00                             | 5 50                             | 1 00                                   | 1 75                           | 2 00                       | 1 50                         | 1 00                        | 4 00                                   |
| Rutherford, New Jersey . . . . .      | 30 00                             | 6 50                             | 1 25                                   | 2 25                           | 2 75                       | 2 25                         | 1 50                        | 5 00                                   |
| Ridgewood, New Jersey . . . . .       | 30 00                             | 6 50                             | 1 25                                   | 2 25                           | 3 00                       | 2 25                         | 1 50                        | 5 00                                   |
| Ramapo, New York . . . . .            | 30 00                             | 6 50                             | 1 25                                   | 2 25                           | 3 00                       | 2 25                         | 1 50                        | 4 50                                   |
| Riehmond, Indiana . . . . .           | 20 00                             | 5 50                             | 1 00                                   | 2 50                           | 3 00                       | 2 25                         | 1 50                        | 4 00                                   |
| Roselle, New Jersey . . . . .         | 30 00                             | 7 00                             | 1 25                                   | 2 50                           | 3 50                       | 2 50                         | 1 50                        | 5 00                                   |
| Reading, Pennsylvania . . . . .       | 25 00                             | 6 00                             | 90                                     | 1 85                           | 2 00                       | 1 75                         | 1 20                        | 4 25                                   |
| Rochester, Pennsylvania . . . . .     | 25 00                             | 6 00                             | 90                                     | 1 85                           | 2 50                       | 1 75                         | 1 25                        | 4 00                                   |
| Rahway, New Jersey . . . . .          | 32 00                             | 6 50                             | 1 25                                   | 2 00                           | 3 00                       | 2 00                         | 1 50                        | 4 50                                   |
| Riehmond, Virginia . . . . .          | 22 00                             | 6 00                             | 1 25                                   | 2 00                           | 2 50                       | 1 75                         | 1 00                        | 4 00                                   |
| Rock Island, Illinois . . . . .       | 18 00                             | 6 00                             | 1 00                                   | 2 50                           | 3 25                       | 2 50                         | 1 50                        | 4 00                                   |
| Rome, New York . . . . .              | 20 00                             | 5 00                             | 1 00                                   | 2 50                           | 3 00                       | 2 50                         | 1 50                        | 4 00                                   |
| Rochester, New York . . . . .         | 18 00                             | 5 00                             | 1 00                                   | 2 50                           | 4 00                       | 3 00                         | 1 50                        | 5 00                                   |
| Suffern, New York . . . . .           | 25 00                             | 6 00                             | 1 25                                   | 2 50                           | 3 00                       | 2 25                         | 1 50                        | 5 00                                   |
| Salamanca, New York . . . . .         | 18 00                             | 5 50                             | 1 00                                   | 2 50                           | 2 75                       | 2 25                         | 1 25                        | 4 00                                   |
| Springfield, Ohio . . . . .           | 20 00                             | 6 00                             | 1 00                                   | 2 50                           | 3 00                       | 2 50                         | 1 50                        | 3 50                                   |
| Suspension Bridge, New York . . . . . | 20 00                             | 5 50                             | 1 00                                   | 2 25                           | 3 00                       | 2 50                         | 1 50                        | 4 00                                   |
| Scymour, Indiana . . . . .            | 18 00                             | 5 00                             | 1 25                                   | 2 50                           | 2 50                       | 2 50                         | 1 25                        | 3 00                                   |
| Sandoval, Illinois . . . . .          | 22 00                             | 5 50                             | 1 25                                   | 2 50                           | 3 00                       | 2 25                         | 1 50                        | 4 00                                   |
| St. Louis, Missouri . . . . .         | 20 00                             | 6 00                             | 1 00                                   | 2 50                           | 3 50                       | 2 50                         | 1 25                        | 5 00                                   |
| Schraalenburg, New Jersey . . . . .   | 35 00                             | 7 00                             | 1 25                                   | 2 00                           | 3 00                       | 2 00                         | 1 25                        | 4 00                                   |
| Seranton, Pennsylvania . . . . .      | 14 00                             | 8 00                             | 1 30                                   | 2 50                           | 2 50                       | 2 75                         | 1 75                        | 4 00                                   |
| Summit, New Jersey . . . . .          | 32 00                             | 7 00                             | 1 25                                   | 2 50                           | 3 00                       | 2 00                         | 1 50                        | 4 50                                   |
| Somerville, New Jersey . . . . .      | 30 00                             | 7 50                             | 1 25                                   | 1 75                           | 2 50                       | 2 00                         | 1 25                        | 5 00                                   |
| Salem, Ohio . . . . .                 | 20 00                             | 5 00                             | 1 00                                   | 2 00                           | 2 50                       | 2 00                         | 1 25                        | 3 50                                   |



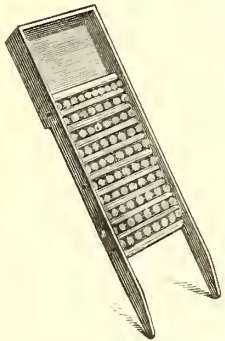
|                                       | Average cost of Lumber per M..... | Average cost of Brick per M..... | Average cost of Lime per barrel..... | Carpenter's labor per day.... | Mason's labor per day..... | Painter's labor per day..... | Common laborer per day. | Two-horse team and driver per day..... |
|---------------------------------------|-----------------------------------|----------------------------------|--------------------------------------|-------------------------------|----------------------------|------------------------------|-------------------------|--|
| Steubenville, Ohio . . . . .          | 22 00                             | 6 00                             | 1 20                                 | 2 00                          | 2 25                       | 2 00                         | 1 00                    | 3 00                                   |
| Sunbury, Pennsylvania . . . . .       | 20 00                             | 6 00                             | 1 25                                 | 2 25                          | 2 75                       | 2 00                         | 1 25                    | 4 00                                   |
| South Amboy, New Jersey . . . . .     | 30 00                             | 6 00                             | 1 00                                 | 2 50                          | 3 00                       | 2 50                         | 1 50                    | 4 00                                   |
| Springfield, Illinois . . . . .       | 25 00                             | 7 00                             | 1 25                                 | 3 00                          | 3 50                       | 3 50                         | 1 75                    | 4 00                                   |
| Sibley, Iowa . . . . .                | 20 00                             | 6 00                             | 1 50                                 | 2 75                          | 4 00                       | 4 00                         | 1 50                    | 4 00                                   |
| Sheboygan, Wisconsin . . . . .        | 16 00                             | 5 50                             | 1 00                                 | 2 00                          | 2 25                       | 2 25                         | 1 00                    | 3 50                                   |
| Sedalia, Missouri . . . . .           | 25 00                             | 6 00                             | 1 50                                 | 2 50                          | 3 00                       | 2 50                         | 1 25                    | 4 00                                   |
| St. Charles, Missouri . . . . .       | 20 00                             | 6 00                             | 1 25                                 | 2 50                          | 3 00                       | 2 50                         | 1 25                    | 5 00                                   |
| St. Joseph, Missouri . . . . .        | 25 00                             | 5 50                             | 1 25                                 | 2 50                          | 3 25                       | 2 50                         | 1 50                    | 4 00                                   |
| Springfield, Massachusetts . . . . .  | 35 00                             | 7 00                             | 1 25                                 | 2 50                          | 3 00                       | 2 25                         | 1 50                    | 4 50                                   |
| Salt Lake City, Utah . . . . .        | 30 00                             | 6 00                             | 1 00                                 | 3 50                          | 4 50                       | 3 50                         | 2 00                    | 5 00                                   |
| Sheffield, Massachusetts . . . . .    | 30 00                             | 7 00                             | 1 25                                 | 2 75                          | 3 50                       | 2 25                         | 1 50                    | 5 00                                   |
| Seymour, Connecticut . . . . .        | 30 00                             | 7 00                             | 1 25                                 | 2 50                          | 3 00                       | 2 00                         | 1 50                    | 4 00                                   |
| Stonington, Connecticut . . . . .     | 20 00                             | 7 00                             | 1 25                                 | 2 50                          | 3 50                       | 2 50                         | 1 50                    | 5 00                                   |
| Salcm, Massachusetts . . . . .        | 30 00                             | 7 00                             | 1 25                                 | 2 50                          | 3 50                       | 2 50                         | 1 50                    | 5 00                                   |
| Saratoga Springs, New York . . . . .  | 32 00                             | 6 00                             | 1 25                                 | 2 25                          | 3 25                       | 2 25                         | 1 50                    | 5 50                                   |
| Schenectady, New York . . . . .       | 25 00                             | 6 50                             | 1 30                                 | 2 25                          | 2 75                       | 2 00                         | 1 50                    | 5 00                                   |
| Syracuse, New York . . . . .          | 25 00                             | 6 50                             | 1 30                                 | 2 25                          | 2 75                       | 2 00                         | 1 50                    | 5 00                                   |
| Sacramento, California . . . . .      | 25 00                             | 7 00                             | 1 50                                 | 3 50                          | 4 50                       | 3 50                         | 2 00                    | 5 50                                   |
| Stockton, California . . . . .        | 25 00                             | 7 00                             | 1 50                                 | 3 25                          | 3 75                       | 3 25                         | 1 50                    | 3 50                                   |
| San Jose, California . . . . .        | 25 00                             | 7 00                             | 1 50                                 | 3 50                          | 4 50                       | 3 50                         | 2 00                    | 4 50                                   |
| Santa Clara, California . . . . .     | 25 00                             | 7 00                             | 1 50                                 | 3 50                          | 4 00                       | 3 50                         | 2 00                    | 4 50                                   |
| San Diego, California . . . . .       | 30 00                             | 7 00                             | 1 50                                 | 4 00                          | 4 50                       | 4 00                         | 2 00                    | 5 00                                   |
| Santa Rosa, California . . . . .      | 25 00                             | 7 00                             | 1 50                                 | 3 50                          | 4 50                       | 4 50                         | 1 50                    | 4 00                                   |
| Santa Barbara, California . . . . .   | 27 00                             | 7 00                             | 1 75                                 | 4 00                          | 4 50                       | 3 50                         | 2 00                    | 5 00                                   |
| San Luis Obispo, California . . . . . | 27 00                             | 7 00                             | 1 75                                 | 3 50                          | 3 50                       | 3 50                         | 1 75                    | 5 00                                   |
| San Francisco, California . . . . .   | 25 00                             | 7 00                             | 1 50                                 | 3 00                          | 4 00                       | 4 00                         | 1 50                    | 5 00                                   |
| Turners, New York . . . . .           | 28 00                             | 6 50                             | 1 25                                 | 2 25                          | 2 75                       | 2 25                         | 1 40                    | 4 00                                   |
| Toledo, Ohio . . . . .                | 18 00                             | 6 00                             | 1 00                                 | 2 00                          | 3 00                       | 2 00                         | 1 25                    | 5 00                                   |
| Tenally, New Jersey . . . . .         | 30 00                             | 7 00                             | 1 25                                 | 2 25                          | 2 75                       | 2 25                         | 1 50                    | 5 00                                   |
| Tappan, New Jersey . . . . .          | 30 00                             | 6 50                             | 1 25                                 | 2 25                          | 2 75                       | 2 25                         | 1 30                    | 4 00                                   |
| Towanda, Pennsylvania . . . . .       | 18 00                             | 6 00                             | 1 25                                 | 2 00                          | 3 00                       | 1 75                         | 1 50                    | 4 00                                   |
| Topeka, Kansas . . . . .              | 25 00                             | 6 50                             | 1 25                                 | 2 50                          | 3 50                       | 2 50                         | 1 50                    | 5 00                                   |
| Ticonderoga, New York . . . . .       | 20 00                             | 6 00                             | 1 00                                 | 2 25                          | 2 50                       | 2 25                         | 1 25                    | 4 00                                   |
| Troy, New York . . . . .              | 30 00                             | 6 50                             | 1 25                                 | 2 50                          | 3 50                       | 2 50                         | 1 50                    | 6 00                                   |
| Tarrytown, New York . . . . .         | 31 00                             | 6 00                             | 1 00                                 | 2 50                          | 3 00                       | 2 50                         | 1 50                    | 6 00                                   |
| Truckey, California . . . . .         | 18 00                             | 7 00                             | 1 50                                 | 4 50                          | 5 00                       | 2 50                         | 1 50                    | 5 00                                   |
| Terre Haute, Indiana . . . . .        | 20 00                             | 6 50                             | 1 25                                 | 2 25                          | 3 00                       | 2 00                         | 1 30                    | 4 00                                   |
| Urbana, Ohio . . . . .                | 25 00                             | 6 00                             | 1 25                                 | 2 50                          | 2 75                       | 2 25                         | 1 25                    | 3 50                                   |
| Union, Ohio and Indiana . . . . .     | 25 00                             | 6 00                             | 1 00                                 | 2 75                          | 3 00                       | 2 50                         | 1 50                    | 3 50                                   |
| Vincennes, Indiana . . . . .          | 20 00                             | 6 50                             | 1 00                                 | 2 50                          | 3 00                       | 2 50                         | 1 25                    | 4 00                                   |
| Vineland, New Jersey . . . . .        | 32 00                             | 6 00                             | 1 25                                 | 2 25                          | 2 75                       | 2 25                         | 1 50                    | 5 00                                   |
| West Rutherford, New Jersey . . . . . | 30 00                             | 6 50                             | 1 25                                 | 2 25                          | 2 75                       | 2 00                         | 1 50                    | 6 00                                   |
| Waverly, New York . . . . .           | 20 00                             | 6 00                             | 1 00                                 | 2 50                          | 3 00                       | 2 50                         | 1 25                    | 4 00                                   |
| Windsor, Ontario, Canada . . . . .    | 20 00                             | 6 00                             | 1 25                                 | 1 60                          | 2 00                       | 1 50                         | 1 12                    | 3 00                                   |
| Watken's Glen, New York . . . . .     | 20 00                             | 6 00                             | 1 00                                 | 2 50                          | 2 75                       | 2 25                         | 1 50                    | 5 00                                   |
| Woodside, New Jersey . . . . .        | 30 00                             | 7 00                             | 1 25                                 | 2 50                          | 3 00                       | 2 50                         | 1 50                    | 6 00                                   |
| Washington, New Jersey . . . . .      | 25 00                             | 6 00                             | 1 25                                 | 2 25                          | 2 75                       | 2 00                         | 1 25                    | 4 00                                   |
| Water Gap, Pennsylvania . . . . .     | 25 00                             | 6 00                             | 1 25                                 | 2 50                          | 3 00                       | 2 50                         | 1 50                    | 4 00                                   |
| Westfield, New Jersey . . . . .       | 32 00                             | 7 00                             | 1 25                                 | 2 50                          | 3 00                       | 2 25                         | 1 50                    | 5 00                                   |
| Wooster, Ohio . . . . .               | 23 00                             | 6 00                             | 1 00                                 | 2 25                          | 2 75                       | 2 00                         | 1 30                    | 4 00                                   |
| Wilkes Barre, Pennsylvania . . . . .  | 25 00                             | 6 50                             | 1 50                                 | 3 00                          | 3 00                       | 3 00                         | 1 75                    | 5 00                                   |
| Williamsport, Pennsylvania . . . . .  | 14 00                             | 6 00                             | 1 30                                 | 2 00                          | 2 25                       | 2 00                         | 1 25                    | 3 50                                   |
| Warren, Pennsylvania . . . . .        | 16 00                             | 6 00                             | 1 25                                 | 2 25                          | 2 50                       | 2 00                         | 1 25                    | 3 50                                   |
| Washington, Delaware . . . . .        | 30 00                             | 6 50                             | 1 25                                 | 2 50                          | 3 75                       | 2 50                         | 1 25                    | 3 to 6                                 |
| Washington, D. C. . . . .             | 30 00                             | 7 00                             | 1 25                                 | 3 00                          | 3 50                       | 3 00                         | 1 50                    | 5 00                                   |
| Wheeling, West Virginia . . . . .     | 18 00                             | 6 50                             | 1 00                                 | 2 50                          | 3 00                       | 2 25                         | 1 30                    | 5 00                                   |
| Wilmington, Ohio . . . . .            | 30 00                             | 6 00                             | 1 00                                 | 2 25                          | 2 50                       | 2 00                         | 1 50                    | 4 00                                   |
| White Sulphur Springs, W. Va. . . . . | 25 00                             | 5 50                             | 1 25                                 | 2 50                          | 3 00                       | 2 25                         | 1 00                    | 3 00                                   |
| Watertown, Wisconsin . . . . .        | 15 00                             | 6 00                             | 1 25                                 | 1 75                          | 2 50                       | 2 50                         | 1 00                    | 3 50                                   |
| Washington, Missouri . . . . .        | 20 00                             | 6 00                             | 1 25                                 | 2 00                          | 3 00                       | 2 00                         | 1 50                    | 4 00                                   |
| Worcester, Massachusetts . . . . .    | 32 00                             | 6 50                             | 1 25                                 | 2 75                          | 3 25                       | 2 50                         | 1 50                    | 5 00                                   |
| Westfield, Massachusetts . . . . .    | 32 00                             | 6 50                             | 1 25                                 | 2 50                          | 3 25                       | 2 50                         | 1 50                    | 4 50                                   |
| Waterbury, Connecticut . . . . .      | 30 00                             | 6 50                             | 1 25                                 | 2 50                          | 3 00                       | 2 25                         | 1 40                    | 4 00                                   |

|                               | Average cost<br>of Lumber per<br>M..... | Average cost<br>of Brick per M | Average cost<br>of Lime per<br>barrel..... | Carpenter's la-<br>bor per day... | Mason's labor<br>per day..... | Painter's labor<br>per day..... | Common la-<br>borer per day. | Two-horse<br>team and driv-<br>er per day..... |
|-------------------------------|---|--------------------------------|--|-----------------------------------|-------------------------------|---------------------------------|------------------------------|--|
| West Point, New York . . .    | 30 00                                   | 6 00                           | 1 00                                       | 2 50                              | 2 75                          | 2 25                            | 1 50                         | 4 00   |
| Watsonville, California . . . | 20 00                                   | 7 00                           | 1 50                                       | 3 50                              | 5 00                          | 3 00                            | 2 00                         | 4 00   |
| Yonkers, New York . . .       | 30 00                                   | 6 00                           | 1 00                                       | 2 50                              | 2 75                          | 2 25                            | 1 50                         | 4 50   |
| Ypsilanti, Michigan . . .     | 18 00                                   | 6 00                           | 1 00                                       | 2 75                              | 3 00                          | 2 50                            | 1 50                         | 3 50   |
| Zanesville, Ohio . . .        | 30 00                                   | 6 50                           | 1 25                                       | 2 25                              | 3 25                          | 2 10                            | 1 30                         | 3 50   |

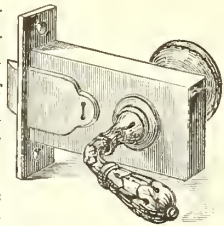
## AMERICAN HOME COMMISSION CO.

This organization originated in the widely felt need of a center to which all who are engaged in the pleasant, though arduous, labor of "Home Building," and also any who may be only entering upon the contemplation of such a course, may apply for advice, information, instruction or goods in connection with any of the branches, or their ramifications, of this ever important, interesting, and all-absorbing subject. Thousands of articles of the greatest utility, superiority for ornamentation, and often inexpensive, are brought into limited notice, but utterly fail of ever reaching the observation of the great mass to whom, often, they would be of most value. One of the objects of this Company is to afford a channel of inquiry after such specialties, to bring them before the notice of the Home Builder, and become the means by which they may pass directly from the hands of the manufacturer to those of the consumer without their having been loaded with the profits of half a dozen dealers of different grades. Again, almost all persons who have ever engaged in the task of building, furnishing, or keeping a house, have found themselves at a loss to determine as to their best course with reference to many of the details of these main branches, and therefore another of the objects of this institution is to open a center of inquiry in all these, or any subjects affecting "Home Building," where may be had such advice, instruction or direction, as shall be above suspicion and of real value. The author has undertaken the duties of adviser on all subjects pertaining to building, decorating, or furnishing a house, laying out or planting its grounds, and shall enter upon his labors with great pleasure. All charges for advice, instruction, or any drawings or specifications required, will be one of the most moderate rates, and in proportion to the time required only.

Among the articles which this Company have now on hand to bring before the public are the **Patent "Home Lock,"** and the Patent Brush Wash-



board. This lock is designed to sweep out of existence all that cheap class, of this article, which has for so long a period been the fruitful source of untold annoyance through the breaking of springs and other flimsy parts. The "Home Lock" is, as a rule *springless*—as only those which are made to be used where other locks have been in use, and knobs are already provided, contains any springs, and they but one—simple, and exceedingly strong and safe in its parts, contains but three pieces within the case, and is perfectly dust and sight proof. It is strong, cannot get out of order, and can be sold for considerable less money than any other lock of the same general class.



The **Patent Brush Washboard** is a new departure, as can be seen in the cut; is adapted to cleaning very dirty garments with remarkably little labor. These goods, shop, county, and State rights, can be obtained of the above Company. See card on page 415.

## SPECIFICATIONS.

### Elaborated with Reference to Materials, and Where to Procure Them.

In all the years of our experience and arduous labor in endeavoring to procure for our clients such designs and styles of residences as were suited to their wants, locations and tastes, and as should be constructed and equipped with good materials, provided with appropriate and improved fittings, furnishings, and appliances of necessity and comfort; fitted up with furniture, carpets, curtains and articles of ornament and decoration, which should be at once artistic, economical, appropriate and convenient, we have observed no greater or more annoying difficulty in the way of our contractors than that of not knowing just how and where to lay their hands upon the articles required, and of whom to apply for information and advice that could be relied upon, prices and goods at the rate and of the character desired.

So fully has our long observation taught us of the great and growing need of information and instruction in these important branches that we have determined in this work to try for a point far beyond the mere detail recital of how a house should be mechanically constructed, how large the timbers should be, of what nature the brick, stone, wood and other material should consist, and how used; which in fact are the very points upon which the average contractor or mechanic is already best informed. That in these specifications we have interwoven, with our instruction as to the mechanical manipulations and requirements with reference to materials and labor, a large and valuable amount of information with reference to appliances and goods. And in order that our labor shall not fall short of practical application, we have with great care brought in the names of manufacturers and dealers in most of the goods of which we have undertaken to speak. In nearly every instance these firms are widely known, and in no case have we recommended goods or made use of a name in which we have not implicit confidence, and should any of our readers at any time be improperly dealt with by any one we have recommended, or receive from them other quality of goods than they had reason to expect, we will esteem it a great personal favor if they will acquaint us of the facts, as we expect to follow this work with one of a similar, but much more elaborate character.

We have deemed it best in these specifications not to contemplate any particular building, but have included in them such matter as will aid any practical person in arranging from them suitable specifications for houses of as widely different types as those shown in our 43 plates, with the aid of descriptions accompanying them.

**Headings.**—This should designate as nearly as possible, by the name of streets, lot numbers, or other description, where the building is to stand, and state the name of the owner. We have many times averted difficulty through these simple means.

**Dimensions.**—Working plans should never be on a scale less than  $\frac{1}{4}$  of one inch to the foot, which should be written on them, and beside which, all widths, lengths, and heights should be written in figures on the plans, so far as possible.

**Excavations.**—These should all be made with care, neither too small or too large, or out of position. The depth of the *cellar* should be seven feet below the bottom of the first floor beams in all houses equal to plate 12. In such buildings as plate 32 it should be at least seven feet six inches in the clear, and if a sub-cellar is used, it may be six feet in the clear. A cellar six feet six inches deep would answer for plate 1 or 2. The depth of the cellar excavation will be found after determining the height of the front walls above the final grade to the water-table, carefully allowing for raising the surface, or not, with the earth taken up.

**Trenches** for drains, water or soil pipes, pier or other foundations, outside cellar door, or dwarf-walls, should always be below the frost line, opened to just the depth and incline desired, and all ditches carefully filled after the pipes are laid.



**Cistern** excavations for Plate 1 or 2, should not be less than 7x9 feet; for Plates 6 to 13, not less than 8x10 feet; and for 32, 36, or 37, not less than 10x12 feet, or deeper if possible. In either of these cases if it is possible to have a never-failing well of soft-water, the cistern is of much less consequence.

**Overflow Pits** for receiving the overflow from cisterns must be fifteen feet from the cellar, if there is room, about 3x6 or 4x8 feet, and must positively never have any other water of substance discharged into them than that which overflows from the eistern. We have known great calamities to come upon households, especially the children, in the shape of typhoids, diphtheria, scarlet and other fevers, where kitchen or other waste-pipes had been connected with overflow pits, and the water of the eistern poisoned by the noxious gases which arose from decaying grease passing through the pipes.

**Vaults** for cess-pools or water- closets should be placed as far from the house as possible, and should never be placed where there would be an incline of the surface or strata from them toward a well. They may be 4x4x6, 6x6x8, or 8x8x10 feet.

**Grading.**—After all mason-work is done, eistern, vaults, drains and pipes down, thoroughly level, grade and clean off the entire site, leaving the earth's surface gently sloping away from the house in all directions where it is possible to do so.

### — MASON WORK.

No greater importance attaches to the necessity for care in the selection of materials and the employment of skilled labor in any of the departments of building than in this. If the materials used under this head are defective, fail of sufficient cohesive power, or are improperly or unskillfully used, and shall be found disposed to crumble, crack, or creak under the stress of burden or climate to which it may be exposed, it becomes at once disastrous to the most elegant joinery, frescoing, decoration or furnishing that can be used, and throws the entire combination out of joint until remedied.

**Foundations.**—If these and the Cellar Walls are to be of bricks, and the ground upon which they stand is firm and free from water-spring. Start on a double 16-inch course, 8 inches below cellar-bottom, follow over with a double 12-inch course, over which carry up the 8-inch wall. If a 12-inch wall is to be used, foot with a double 20-inch course under the double 16-inch courses. The first described will answer for such buildings as shown in Plates 1 and 2, 9 or 18, but nothing less than a 12-inch cellar wall with a 20-inch footing should be used for such as shown in Plates 32 or 36. Lay all below grade in good cement-mortar, and in order to secure a dry cellar, plaster the wall with cement-mortar on the outside to the surface of the earth as carried up. If stone is convenient, it is generally cheaper and better, and in case it is used, foot for the lower-priced buildings, on a good flat 16 or 18-inch course, started 4 to 6 inches below cellar-bottom and carry up 14 or 16 inches thick. For the better class of buildings foot with an 18 to 24-inch course, and carry up 16 to 20 inches thick. Lay foundations and walls in cement-mortar, thoroughly break joints and point up. If brick is used above the earth's surface, start the stone wall so as to bring the inside face of the brick and stone work flush. Properly insert all openings with such frames and sills as may be required. If a neat appearing as well as a good job is required, use the Chapman Slate Sills and Lintels where they can be obtained—see Page 400.

**Piers, Outside Cellar Steps and Walls, Areas and Copings** must all be thoroughly put up as required by plans and left complete. In a climate like that of New York, it is an act of economy to use good cement-mortar in all mason work exposed to the weather.

**Chimneys** must be footed on good foundations laid 4 to 6 inches below cellar-bottom, where shown by plans. Carry them up as near plumb as the design will admit of. Strike off and stroke all mortar joints inside and outside of flues. Single flues should be 8x8 inches, and double

flues 8x12 inches; properly build up breasts, set jambs and fire-places with secure arches, prepare for setting range or fire-place heater, if required, insert thimbles with covers where required, and top-out above roofs with selected true, hard bricks, laid in pure cement and sand mortar and neatly pointed. No woodwork should be allowed to take bearing in the chimneys, and where chimneys are twisted or bent out of plumb they should be carefully supported in such a manner as to prevent damage by shrinkage, and the flues must be kept clear and smooth. Flashings at roofs must be set in the brick joints. All hearth-arches must be carefully laid and keyed.

**Terra Cotta Chimney Tops** can frequently be used with excellent effect and decided economy, especially where the chimneys project through in a conspicuous position, on sharp Gothic roofs, and where first-class masonry is not readily obtainable. Also Terra Cotta Flues are easily and cheaply used, and are very superior in that they do not leak through the joints like a cheaply-constructed brick flue, and they can be easily procured by rail at much less cost than brick in many localities.

The Terra Cotta Works of **O. O. Bowman & Co.**, at Trenton, New Jersey—whose card appears on page 394, to which please refer—manufactures, from the superior clays and kaolins of that State, a large and fine variety of terra cotta and other goods of that nature; among which are Chimney Tops, Chimney Flues, Fire Bricks, Drain Pipe, Sewer Pipe, Garden Vases, Statuary, Rustic Work, and many other articles of utility and ornament. Illustrated circulars and price lists can be obtained by addressing **O. O. Bowman & Co.**, Trenton, N. J.; 62 Cortlandt Street, New York, or 19 North Seventh Street, Philadelphia, Pa. Those who are engaged in "Home Building," and can conveniently do so, should call at one of the above addresses and examine these goods for themselves. See page 394.

**Cistern.**—Where a hard clay sub-soil exists, comparatively free from stones, that would badly break up the walls, a good economical cistern can be made by grouting the bottom, cutting a shoulder below frost line, upon which to rest the arch, and cementing on the earth walls. If the above is not practicable, grout the bottom and build a 4-inch brick wall; thoroughly foot below the frost line and spring the arch top, and build up a 20-inch man-hole, the wall of which, with the arch, must be 8 inches thick; lay all brick in cement mortar; plaster the entire inside with best cement and leave perfectly water-tight. For the largest sized cisterns, where a high regard is had to quality without so much reference to first cost, the bottom should be thoroughly paved, grouted and cemented. The walls all of best hard bricks, 8 inches thick, laid in best cement, filled behind against earth, tight, with cement grout well thrust down with trowel, arch carefully footed below frost line, and, after completing it with a 24-inch man-hole, plaster both of them outside with cement and let it partially harden before filling in earth; plaster the entire inside with best Portland cement and cover the man-hole with a flag-stone laid in a bed of cement mortar, or with a good plank cover. Inlet pipes of vitrified earthenware must be laid from leaders to cistern, of suitable sizes, which must have all joints tightly cemented. Over-flow pipe from cistern to over-flow pit, must be of vitrified pipes of a capacity sufficient to carry off water about as fast as the inlet pipes could introduce it. All pipes must be carefully cemented in, and should be below the frost line. A roof 20x30 feet requires two three-inch inlet pipes; one 30x40 demands two four-inch inlet pipes, and one 40x50 feet should have two six-inch pipes. All should diminish in size as they proceed from the first to the second leaders, from second to third, and so on.

**The Over-Flow Pit** should be stoned up with a substantial wall laid without mortar, except the arch, which should be laid in cement mortar and closed over tight, 20 inches below the surface in northern climates. No pipes but those which bring the overflow from the cistern must be allowed to approach it. It is best to make it circular in form.

**Filtering.**—Provisions for filtering should be provided in all cisterns when it is the intention to use the water for drinking purposes. Among the plans in use, the following are, perhaps, as simple as any, viz: after the cistern is fully completed and cemented, carefully build a 4-inch



wall of selected, middling hard, not flinty bricks, in the form of a segment of a circle, letting one end start against the side wall, and sweep around the other, returning it to the side wall about five feet distant from the point of starting. Lay this wall up in plaster of Paris, or in cement, keeping the joints well filled, but close as possible, and avoid any plastering on either side of the bricks, carry it up to the arch, complete. This chamber should be next to the house, and the pump pipe should be introduced into it, having also a pipe into the main chamber with a well and rain-water cock, so as to draw from either at will. The inlet pipes would all enter the main chamber. Another plan is to form a circular basin in the center, or at one side of the bottom of the cistern, in the center of which a perforated earthen jug is placed, in the neck of which the cistern pipe is introduced and cemented, and the basin—which should be a few inches deeper than the jug is high—is then filled with fine, well-washed gravel and charcoal, the top being covered closely even with the bottom of the cistern, with fine gravel, in case this filtering material should become foul it can be readily removed at any low stage of water, and fresh material introduced, for which reason it is probably the best.

**Vaults**, for cesspool, or outside privy purposes, must be carefully walled up with stone laid dry to within three feet of the surface of the earth, where commence laying in cement mortar and continue to a point four to six inches above final surface. If the wall is of brick, make it eight inches thick, and lay in cement mortar complete. If the vault or cesspool is to be covered over below the surface, arch the top thoroughly, leave a man-hole and cover it with a flat stone, or with three-inch plank of some wood that resists decay. Ventilators for cesspools that are covered over tight should never be omitted, and may be effected by utilizing the sewer, or large waste pipe from the house, for the purpose, by tapping it with a two or three inch pipe, which must be brought up in a position that will admit of its being connected with the kitchen chimney flue, or with a pipe passing up the outside wall, through the roof, eight inches, and topping out with a cross, or T section.

**Soil-Pipes**, that pass from the house to cesspool or vault, should be at least four inches, or if six or eight inches, it would be better, of **Vitrified Earthenware**—see O. O. Bowman & Co.'s card, page 394—and all joints must be carefully cemented. The incline from the house to cesspool should be one inch in four feet, at least, and the more the better.

**Grouting**.—On soils that incline to be wet and springy, in the wet seasons of the year, the cellar should be thoroughly grouted with broken stones, or clean gravel, and cement mortar from three to six inches deep, according to the quality of the job desired, and plastered on top with cement from a quarter to one inch thick, and under-drains should pass around and across the cellar under the grout. A perfectly dry locality does not require such precaution. In frame houses, it is desirable to guard against rats and mice getting up the walls from the cellar, as well to exclude a great amount of cold air in the Winter season, which blows in under and especially over the sills, this is effectually and cheaply done by thoroughly filling the space over the sills, and walls, up close to the floor with a cheap grout and troweling it up smooth in cellar. It should be done after the floors are laid and before the walls are lathed, and the grout should come up to the top of the floor line, tight, behind the bases.

**Drainage** is among the most important matters in connection with a dwelling-house and its grounds. The trenches should be about three feet deep—or deeper if practicable—should have a good descent, be laid with drain-tile and half filled with stone, if convenient; if tile cannot be had use stone, forming a water-channel in the bottom by placing side stones, three to four inches from each other, covering with larger and as flat stones as can be had, and then half filling the trenches with stones before filling in earth. These trenches should be ample for the complete drying of the site. They will save more than their cost in doctors bills in a few years.

## LATHING AND PLASTERING.

All walls should be carefully examined, leveled and plumbed, by the use of the adds and furrings, before putting on lath. Outside brick or stone walls carefully furred with 1 or  $1\frac{1}{2} \times 1\frac{1}{4}$  or 2-inch furring strips, 16 inches from centers, thoroughly nailed on. In the better class of houses, the ceilings should all be cross furred, and certainly the parlors, before lathing. After which, thoroughly lath all walls and ceilings, breaking courses every 15 to 24 inches, and nail all on in the best manner. Spruce laths are better than pine. All angles and corners must be carefully locked. Thoroughly plaster all walls and ceilings, with mortar properly prepared of lime and sand; two good coats, gauged, floated and finished hard and white, with hard finish, in the most workmanlike manner. Closets may all be laid off one coat and hard finished white. Cellar ceiling also laid off one coat in best manner, and finished hard and white. In such houses as Plates Nos. 1 and 2, one good coat well laid off and finished with hard finish, white, is sufficient, especially in mild climates. The scratch coat must be well tempered with hair, or other suitable material, such as vegetable fibre.

**Stucco Cornices** of suitable sizes, with center-pieces, and other plaster ornaments, as may be required by plans or owners, must be carefully and securely put up in halls, parlors, and other rooms, as desired. These articles, of a superior make and design, can be obtained of **T. B. Stewart & Co.** See their card on page 393. Touch up complete after all other mechanics, and remove all rubbish from premises.

## CARPENTER WORK.

In the erection of frame buildings, the carpenter is most generally the contractor for the entire job, sub-letting to the other trades their portion of the work, for which reason we have felt constrained to place here a word which may serve as caution or advice. In over twenty years' experience, and extended observation, from one side of the States to the other, we have never known it fail to result as the most *economical* course to employ the very best, most honest and straightforward carpenters, or other mechanics, that can be obtained on the work in hand. They generally command the best prices, but they are invariably the cheaper in the end.

**Timber.**—This will of necessity vary in different localities; whether it be spruce, pine, hemlock, beech, tulip or red-wood, care should be taken to select that which is free from symptoms of decay, bad wind shakes or considerable cracks and dangerous knots.

**Sizes** must be governed by the dimensions of the building and style of frame, whether balloon or skeleton. For Plates 1 and 2, use sills  $3 \times 7$  inches; girders, 4x6 inches on edge; first beams,  $2 \times 9$  inches, doubled under partitions and through center of parlor; second beams,  $2 \times 8$  inches; do., do., all bridged; wall strips,  $2 \times 4$  inches; plates,  $4 \times 4$  inches; rafters,  $2 \times 6$  or seven inches; all placed 16 inches from centers, thoroughly put the frame together in the very best manner on the balloon system, and sheath it with hemlock boards or their equivalent. For Plates 6, 12 or 18, use sills  $4 \times 7$  inches;  $6 \times 6$  inch girders;  $2 \times 10$  inch beams on the first floor, doubled and spiked together under partitions and through centers of rooms; second floor beams  $2 \times 9$  inches; do., do., corner posts,  $4 \times 6$  inches, with strips  $2 \times 4$  inches spiked on return sides; inter-ties over bays,  $4 \times 7$  inches; wall strips,  $2 \times 4$  inches; plates,  $4 \times 4$  inches; rafters,  $2 \times 7$  inches; all 16 inches from centers, floor beams all herring-bone bridged through centers of room; partitions thoroughly truss-braced, and all corners of house braced with long braces on each side of corner posts, gained in flush; frame to be sheathed with common matched and faced boards, and all most thoroughly spiked together on the balloon system. For Plates 33, 36 or 37, where a 12-inch foundation wall is used, the sills should be  $4 \times 10$  inches; first and second floor-beams,  $2 \times 10$  inches; every fourth beam doubled and spiked together; also double under all partitions; girders,  $6 \times 8$  inches; corner posts,  $5 \times 6$  inches, with outside wall strips,  $2 \times 5$  inches; partition wall strips,  $2 \times 4$  inches; plates,  $4 \times 6$  inches; rafters,  $2 \times 7$  inches; all 16 inches from

centers; herring-bone bridge through centers of all rooms thoroughly; truss brace partitions; brace walls and sheath the outside of the frame and roof with matched and faced boards complete. For skeleton frames in either of the above houses, the corner posts should be a quarter heavier, with intermediate posts; the sills would also be heavier, and inter-ties from 4x6 to 5x8, with 4x6 plates would be used.

**Sheathing Paper.**—Cover the entire outside of the frame with resonated cane fibre, felt sheathing paper over the sheathing boards, taking care to cause the lower edge to cover below the bottoms of the sills, half an inch; wrap well over corners and in angles under the trim; also cover under the cornices and see that all edges are well lapped. Use the Cane Fibre Felt, manufactured by the **Virginia Cane Fibre Co.**, for which **Chas. W. West, 48 Broad St., New York**, is general agent. See their card on page 414. These goods have been in use under our observation for several years, and we have been able to fully decide as to their quality, economy and usefulness. They can be obtained as above, or of the special agents in all our large cities, and should never be omitted from a frame house in any of the Northern States, or from under the slate of any roof. Back plastering or brick filling is not needful where proper attention is given to sheathing with matched boards, and covering with resonated cane fibre felt, lapping it double, which makes a stronger, warmer house.

**Outside Trim.**—Cornices, brackets, all ornaments, weather-boarding, dormers, towers, piazzas, bay-windows, eaps, hoods, moldings, finials, steps and buttresses, balustrades, balconies, and all other outside finish and ornamentation which the plans and elevations determine, must be carefully worked out according to them, put up in a thorough workmanlike manner, of good suitable materials, as may be required in specifications.

**Moldings and Brackets** can always be obtained of heavy, reliable manufacturers, of much better designs, and at decidedly lower figures than they can be produced at in the shop, and builders should not fail to take every advantage of the fact. For any locality, not too far from New York City, **C. B. Keogh & Co., 254 and 256 Canal St., S. W. cor. of Elm Street, New York**, can furnish better work at better prices than any of the many extensive manufacturers with which we are acquainted. See their card on page 407.

**Roofing.**—To have a good roof, and one that will prove most economical in the end, good and suitable materials and skilled labor must be used in producing it. The buildings represented in Plate 4 were covered with **H. W. Johns' Patent Asbestos Roofing**, and have never been known to leak in the slightest degree, although they have been in use about four years. They were sheathed with rough hemlock boards on a pitch of 18 inches to 25 feet, the water being all thrown to the rear into a V gutter which was lined with tin. The roofing material was then rolled out in courses, lapping about one inch, well nailed down, and over all two good coats of roofing paint or cement was applied. The cost of these roofs was less than seven cents a foot, while at that time a tin roof would have cost 13 cents a foot. The above is only one of many examples we might give. The materials are as easily applied to pitch-roofs as to flat ones, and are admirably adapted to repairing old roofs, leaky tin roofs, or to sheathing under slate roofs. **H. W. Johns** also manufactures many other articles of great value to the "Home Builder." See his card on page 409.

**Tin Roofs.**—The deck and piazza roofs, valleys, gutters and flashings of the houses represented in Plates Nos. 7, 15, 32 and 37, were all of best I. C. Roofing Tin, all thoroughly soldered and secured to the roofs in the best manner. Great care should be exercised in the selection of tin, and the employment of skilled workmen in connection with metal roofs; a poor tin-roof is about as poor a roof as can be put on a house, it costs nearly double that of one of the Asbestos roofs, and is really inferior in quality; whereas a good tin roof, if properly put on, will last as long as the house if it is reasonably cared for. We know of tin roofs that have been in use for over 30 years, and are apparently as good as ever, while we have known of others that had to be pulled off within 10 years from the time they were put on. **Mr. M. Halladay, 218 East Ninth Street, New York**, is a **Slate and Metal Roofer** that can be



depended upon to put on a metal roof, or to put up Galvanized Iron or other Metal Cornices, Moldings, Gutters, and Leaders. He is also the agent for Austin Obdyke & Co.'s **Patent Corrugated Expanding Leader**, which is an article of great service where freezing frequently occurs. It is very destructive to buildings to allow bursted gutters to leak down their sides in freezing and thawing weather, besides it is very annoying. The above leaders are not materially dearer than plain ones, and effectually obviate the danger of bursting by ice. See Mr. Halliday's card on page 408.

**Skylights.**—In the flat roofs of Nos. 23, 24 and 32, skylights were introduced over the halls with ventilators. **George Hayes, 71 Eighth Avenue, New York**, and 30 Harriet Street, San Francisco, Cal., makes a specialty of this line of manufactures. His work is produced on the most approved systems, and embraces a great variety of designs for Skylights, Perforated Metallic Shutters and Blinds, Snow-Proof Louvre Ventilators, and other articles for dwelling-houses, stores, offices, factories, and other buildings, all of which he can put up greatly to the advantage of the owner over ordinary shops. See his card on Page 394.

**Slate Roofs.**—The houses represented in Plates Nos. 6, 12, 18, 27, 33, 36 and others, are covered over resonated eane roofing-felt with best **Chapman Slate** put on with galvanized roofing-nails, in figures and colors to suit the designs. These roofs, if properly laid and nailed on, are more durable and handsome than any other in use in this country; beside, the water which is caught from them is pure, clear, and healthful. The extensive mines and works of the **Chapman Slate Company** are located at Bethlehem, Northampton Co., Penn., their New York Office and Yard at 503, 505 and 507 West Street, with Mr. William Stoneback, agent. See their card on page 400. This concern, as will be seen by their card, manufacture their superior quality of non-fading slate into a variety of exceedingly useful forms, which they sell at low rates, and ship to all parts of the country. The articles made from this slate are exceedingly strong, neat and durable, and are acquiring a wide-spread, well-deserved popularity. The tenacity with which this particular quarry of slate retains its color under heat, cold, rain and sunshine is one of the remarkable features in connection therewith. We have had it in use on buildings for many years, and its appearance is as fresh and bright as when first laid, while other slates, on buildings near at hand, are faded in spots to a light grey.

**Crestings and Finials.**—Plates Nos. 6, 7, 12, 19, 27, and several others, have their deck cornices ornamented with Metal Crestings and Finials. They are carefully and securely put up, and braced with rubber washers under the footings, which effectually prevents leakage, and are much more handsome than anything made in wood, while they possess the durability of iron. **Mr. J. W. Fiske, 21 and 23 Barclay Street, and 26 and 28 Park Place, corner of Church Street, New York**, manufactures a great variety of beautifully designed **Crestings, Finials**, and many other kinds of ornamental and useful Iron and Zinc Goods. See his card on page 392. These goods can be ordered by mail by first securing a catalogue and selecting to suit, and full instructions will be sent with the goods to insure their being properly put up; thus affording those who may need such articles to complete their buildings or ornament their grounds the opportunity of obtaining them, at first cost, of an extensive and reliable manufacturer. In selecting Crestings or Finials avoid the use of designs that are excessively filled up with objects, as a clear, bold outline, with two or three distinct characteristics, produces much the finest effect when up. In painting, a deep blue with gilt tips is most appropriate. For ridge crestings on cottages and small villas, 8 to 15 inches is a proper range of height, while for those on French roofs, 15 to 30 inches is a suitable range of heights for those on dwelling-houses, varying in cost from \$3,000 to \$20,000. Finials on the corners should be from one-third to one-half higher than the crestings, while those mounting the pinnacles of towers, &c., should be equal in height to about one-half of the diameter of the tower-shaft. The cresting illustrated on page 392 is a good example of proportion and design.

**Lightning Rods.**—These protections should be properly and carefully put up, in such a manner as to form a complete circuit over the building being protected. If a continuous rod, five-eighths

to three-quarters of an inch thick, well galvanized, is run entirely around the deck, through the cresting, being connected at all joints with serew-sleeves; has upright points connecting at finials, also rods with points extending from it for the chimneys, and has suitable lightning rods connecting with it at opposite angles of the house passing down into the earth below the line of the cellar bottom, it will afford as perfect a protection against lightning as can be provided with the same amount of rodding. Avoid running lightning rods into the earth near cisterns, cesspools or wells, as there is danger of having their walls broken by the precipitous rush of the lightning for the water. **Mr. A. Simon**, whose card appears on page 402, is an old and well-known manufacturer of lightning rods. We have known great damage to result to buildings, from the neglect of properly rodding or the care of rods when up. See page 402.

**Floors.**—Level all beams and see that all the bridgings are properly set and thoroughly nailed in, use the best of the lot of flooring for the job on the first floor, reserving the poorest for the attic. Use good, sound material, carefully tongued and grooved, and faced to even thicknesses, six inches wide and one inch thick is as good a condition in which to use flooring as any other. Spruce, pine, or other woods can be used as may be most readily obtained. Where positively dry, healthy rooms are wanted, use a cheap material for laying first floor, and after the plastering is complete, cover it with resonated cane fibre felt—see page 414—and lay over that the final floor. **For Parquet Floors**—see page 406. For area floors, where a first-class job is desirable, use **Chapman's Slate Flagging**—see page 400. All pipes for plumbing and gas should be in before laying the floors, and carefully protected. Verandah, piazza, porch, and all other floors exposed to the weather, should be laid of 1½-inch plank, 4 inches wide, tongue and grooved, and laid with whitelead in grooves.

**Windows.**—The plans and elevations should determine the position, style, and size of all windows. Sash for cheap houses 1¼ inches thick, for good houses 1½ inches thick, and for the best houses 1¾ inches thick. Hang all sash with good cords, cast-iron weights, with cast eyes, over strong, suitable pulleys—see **James Marshall's** card on page 410. Glass is an article that should be carefully chosen and obtained, if possible, of reliable dealers—for which reason we have inserted **Mr. James H. Pollion's** card on page 398—which please see. Whatever grade of glass is chosen, thoroughly pin and putty it in, with the convex side out. A good quality of glass is more economical to use than a poor quality, beside the effect of looking out through poor, blistered glass is degrading. In extremely cold localities where strong, cold winds are likely to prevail, double-sash may be used to advantage, or if 1¼-inch sash is used it may be glazed on both sides, in which case the very best French sheet or plate glass should be provided.

**Doors.**—Great care should be observed in locating and hanging these objects of vital importance. A careful study of the plans as to the best and most convenient point in the walls at which the openings may be made, keeping in view the side at which the doors could best hang, should be made before the work is commenced. For such buildings as are presented in Plates Nos. 9, 13, or 18, all closet doors may be 1¼-inch, front hall door 1¾-inch, and all other doors 1½ inches thick; all should be four-panel, neatly molded, made of thoroughly dry materials, and put together in the best manner. The front door may be enriched, furnished with ground, ornamented, or figured glass as preferred. **Embossed Glass** for vestibule doors, windows, transoms, or any other purposes, of most beautiful designs, can be obtained of **Tilghman's Sand Blast Works**, 81, 83 and 85 Centre Street, New York. See their card on page 395. The method of embossing glass as practised by this establishment is entirely different from that generally pursued. The figures are laid on by the designer, in wax and asphaltum, very much in the ordinary way, leaving that part of the glass exposed which it is desirable to remove, and when the light is ready for cutting, it is subjected to a blast of fine, sharp sand which rapidly cuts away that portion which is exposed in a sharp, even manner, superior to that cut by acids. The facilities afforded for cutting glass by this process enables this concern to most successfully compete with all others, both in designs and prices. Designs

sent by mail can be executed and the glass shipped, although all who can do so should call at the works and examine the operations of this interesting invention.

All doors should be carefully hung with such butts and provided with such locks, knobs, and furniture as may be desired by the owner. Before setting the architraves, see that the door-frames are well blocked behind the points at which the butts will be placed. Sliding doors must be properly mounted on good sheaves and metal rails, and properly furnished. When setting the partitions in which they run, 2x4-inch sticks should be set, in proper positions, to act as stops, and be fastened at both ends only, so that when struck by the hardwood pins, which should be adjusted in the centers of the back edges of each door, they should spring, and on straightening cause the door slightly to rebound. Cellar-doors for outside cellar-way, must be carefully put in and completed as required by plans, provided with good inside fastenings and left complete. Trap-doors, scuttles, sash-doors, transoms, and any other special doors, must be completed as shown in plans.

**Blinds, Outside and Inside**, as may be determined by the owner, should be required in the specifications, thoroughly hung, and provided with good fastenings, which cannot be opened from the outside. For a reliable manufacturer of Sash, Doors, in great variety for all purposes, Blinds for outside or inside use, Newels and Stair Rails and other goods of this character, see **Mr. C. B. Keogh & Co.'s** card on page 407.

**Hardware**.—As a rule the most expensive character of Locks, Knobs, and other furniture in the line of Builders' Hardware, is that which is sold for the smallest sums; especially does this rule apply to Locks which are likely to be in constant daily use. These goods should be selected with a view to durability, as there is nothing of a corresponding expense which gives house-keepers so much annoyance as to have the locks and fastenings getting out of order. The goods sold by **James Marshall**, and recommended by him, can be depended upon as first-class. See his card on page 410.

### INSIDE FINISH AND FITTINGS.

The heights of the ceilings, as well as the general character of the building, should enter into the consideration when collecting designs, and especially the weight of moldings and breadths of casings for the architraves.

**Bases**, in such houses as are shown in Plates 1 and 2, may be from 6 to 8 inches high, including a light molding. In such buildings as are shown in Plates 12 to 32, the bases should be 10 to 12 inches high, with proper moldings, on the first floor and 8 to 10 inches on second floors. In Nos. 1 and 2, architraves may be 4½ to 6 inches, including moldings; and in Nos. 12 to 32, they should be 6 to 8 inches, including moldings, which should be quite rich in 32. In all cases the materials should be thoroughly dry, and put up in a complete workmanlike manner. All of these articles can be obtained of **C. B. Keogh & Co.**, ready to be put up. See page 407.

**Closets** should all be completely shelved, fitted up with drawers, strips, and good, strong wardrobe hooks, as the case may require, and left complete as directed by owner or specifications. Drawers, Dressers, Sinks, Wash-Trays, Wash-Stands, Bath-Rooms, Water-Closets, and Tanks must be properly constructed as required, and left in complete readiness for the plumber.

**Wainscots**.—It is profitable to wainscot Kitchens, Laundries, Halls, Pantries, Bath-rooms, Dining-Rooms, Sitting-Rooms, and Libraries, in some manner. Kitchens, &c., may be wainscoted with very cheap materials in a plain manner, but main halls and sitting-rooms should be done neatly. We have had large experience with the wainscotings manufactured by **J. W. Boughton**, and would recommend them to all who desire to use such an article. See page 324 and page 406.



**Dumb Waiters** are great conveniences in dwelling-houses, and should be carefully constructed so as to run from the cellar to the chamber floor where used. **Mr. A. Cannon, jr.**, is the inventor of an Improved Dumb-Waiter. See bottom of page 358.

**Mantels.**—These objects of utility and ornament are manufactured in great variety by extensive dealers, and can generally be provided by the owner more satisfactorily to himself than to make provision for the contractor to supply them; beside, in so doing, he may generally obtain a portion if not all of the discounts allowed to dealers. Where the owner does not furnish the mantels, it is well to specify the amount which each mantel and setting shall cost, requiring the contractor to set complete. Great improvements have been made in the manufacture of mantels during the past 15 years, and prominent among those who have met with great and meritorious success in **Marbleizing Slate**, and in producing a wonderful variety of beautiful combinations of color and form in slate, pure white and clouded marbles, and in hard woods, **T. B. Stewart & Co.** stand foremost. We have dealt with this house over 12 years, and have never in a single instance been deceived or disappointed. They manufacture on a large scale, and always have on hand, in their stores at 220 and 222 West Twenty-third Street, New York, an extensive variety of goods ready for shipment, at the very lowest rates for such articles. See their card on page 393.

**Grates.**—These heating appliances should be secured with the mantels and frames, and in case grates are not to be used, the space may be filled with a Summer-piece containing a mirror or ornamental iron-work as preferred. See page 415. One of the best substitutes for grates we have ever met with is the **"Fire-on-the-Hearth Parlor Stove."** It is seldom we find substitutes equal to the thing substituted, but in this case the substitute is not only equal but in many respects superior to the article it replaces. See page 414.

**Staircases.**—Among the arrangements of dwelling-houses which may be made very useful as well as ornamental, or otherwise, there are none of more importance than stairs. They should be allowed easy space, and placed so as to reach the greatest number of rooms with the least amount of travel. In dwelling-houses, 7-inch risers with 9-inch treads, without the nosings, is as near a perfect method as round numbers will bring it. They should be thoroughly put up, supported, blocked and glued in the best manner, and trimmed to suit.

**Newels** should be made neat objects of ornament, without being unduly obtruded upon the space required for convenient entrance or upon the notice of the person entering the house. Stair rails must be carefully hung, with ballusters to suit, complete. See page 407. Cellar stairs are seldom allowed that amount of ease as to space and form their importance demands. They should be strongly constructed on an easy rise and tread, and be allowed at least three feet in width. In many dwellings there is more use made of the cellar stairs than any other flight in the house, while at the same time they are exceedingly cramped and oppressive. The carpenter must be required to do all carpenter work necessary for the full and complete finishing of the entire building in all its parts, outside and inside; also, for all fittings, and all work required to permit of the plumbing, heating and all other pipes being properly put in, secured and protected.

### PLUMBING, HEATING, &c.

There is no part of what we term the equipage of a dwelling-house that affords more little comforts to the "Home" than complete, efficient plumbing, thorough heating and ventilation and lighting throughout with gas. Although there is nothing in connection with a home which gives more annoyance and trouble than these conveniences, if they are imperfectly arranged and put in with poor materials or unskillful labor. The greatest safeguard that the owner can employ against the danger of failure, in this line, is either to engage his own plumbers or stipulate in his contract for the privilege of rejecting any person or firm employed by the contractor in whom he cannot place confidence.

For those within reasonable distance of New York City, **Mr. Wm. H. Richards**, of 39 University Place, New York—whose card we have inserted on page 401—will be found to be a most efficient and satisfactory party to employ in his line.

The sanitary provisions in a dwelling-house where water is introduced, sinks, wash-trays, bath-tubs, water-closets, and their necessary sewerages in use, should be made with the greatest care, and in the light of all scientific and practical information that can be brought to bear upon the subject. A pamphlet recently published by A. Williams & Co., Boston, Mass., on the "Defects in House Drainage and their Remedies," by Edward S. Philbrick, civil engineer, gives a very careful and useful review of this subject. In order that a building may be properly plumbed, it is necessary to make use of proper materials and the most complete apparatus that can be obtained for the purpose. The plea of *expense cannot*, in all common sense, be permitted when this subject is under contemplation, and no man, who is not prepared to take upon his own head the blame of having provided the sure means of bringing, sooner or later, upon the occupants of a dwelling disease and physical disaster, should introduce, or allow to be introduced into it, any but the very best materials and most complete appliances that can be obtained.

Dangers menace families occupying buildings, replete with modern plumbing, principally from two sources, viz.: the contamination and poisoning of the water by the use of lead and other corrosive metals, and the vitiating of the atmosphere through imperfect drainage and ventilation. The first of these difficulties is one which may be easily and readily obviated by the use of Tin-Lined Pipes and tank metals, wherever the water, which is to be used by the family, is contained in them. The **Colwell Lead Company**, No. 63 Centre Street, N. Y., have so perfected the manufacture of their **Tin-Lined Lead Pipe** and are now prepared to sell it at such rates and in such quantities as to make it, in our estimation, an act of reckless disregard for human suffering, on the part of any owner, to make use of any lead or other metal pipes which are subject to galvanic action. Tin-Lined Lead Pipe is also superior in durability to that which is not so treated, to an extent which more than offsets the slight difference in first cost, and when it is remembered that one case of sickness, from lead or other metallic poisoning, which is at any time liable to be brought upon a family using water contained in metals subject to oxidation, will almost inevitably bring upon them much greater expense than would have attended the entire job of piping, &c., properly done—to say nothing of the misery and possible death attending it—it is amazing to see any man apparently oblivious to the facts. For the above reasons, without taking space to cite, as we might, a long list of examples and scientific investigations, we unqualifiedly recommend the use of Tin-Lined Lead Pipe for purposes as above indicated. See page 416. As above stated, the second great cause of danger to the household is from poisoned and vitiated atmosphere, which is chiefly brought about by a cheap and imperfect apparatus, drainage and ventilation.

**Water Closets** are generally more or less centrally located within the house-walls, and are the most potent sources from which arise, and spread through the premises, the death laden gases which prepare the way for many of the most dangerous diseases, attacking children and adults. Not only does the closet emit poisonous gases arising from the sewer, but we find also in the majority of dwellings fully plumbed, the wastes of wash-basins, sinks, bath-tubs and wash-trays discharging into the same general house sewer, or soil pipe, without any adequate protection against having their small S traps stripped or siphoned of their contents by any unusual rush of water through the main pipe. The **Jenning's Sanitary Specialties**, designed for the shutting off of sewer gas, are the direct production of the long and pressing need felt in this matter and should be used in every case where such apparatus is put into a dwelling-house. The matter of expense cannot, by civilized people, be allowed to interfere with the use of the very best appliance that can be obtained for such purposes; a plea of a few dollars more first cost can never justify an act which holds in its issues the health, and frequently the lives of our children and ourselves, and that we are not in any form justified in neglecting for our own safety, a just God will not hold us guiltless if we neglect it in providing for others. A few of the **Jenning's Sanitary Specialties** are illustrated on page 399, which please see.



**Tank.**—If there is no other reservoir from which water may be drawn, a tank placed in the attic, if a considerable body of water is desired, is a common resort; if four or five barrels of water or less are sufficient, which is the case if the pumping up is regularly attended to, the tank may be placed over the bath-tub, &c., in bath-room about 6½ feet above the floor; it must be thoroughly lined with 16 ounce, tin-plated sheet-copper, completely protected and plumbed to accomplish what is required of it. If it is to receive water from a roof, furnish it with an over-flow pipe, larger than the inlet pipe, and connect it with the cistern leaders; provide a means of drawing all water from the tank at will. If all water is to be pumped from a cistern or well, provide a tell-tale pipe, discharging into a sink at pump. Make all necessary connections with range and boiler, and with all other points required by plans and specifications with tin-lined lead pipe of sizes suitable, and ample, for the work required of them, and provide a cut-off at the tank.

**Pump and Sink.**—Set up in kitchen, or wherever required, such sinks, drip tables and other appliances as may be desired; provide sinks with waste-pipes, properly trapped, and discharge them in the main house drain. If only a cistern pump at the sink is required, provide and set up at sink a good No. 2 cistern pump and connect it with the cistern or well, with a suitable sized tin-lined lead pipe, and leave complete. If a pump is required to elevate water to a tank, use any first-class double-acting force and lift pump, metal valves; set it up by sink in kitchen, or elsewhere, connect it with cistern or well, or both with a well and rain-water cock, and also with the tank, using suitable sized tin-lead pipe, and leave complete with cut-off cock wherever required and arranged, so as to be able to draw water from cistern or well at will, also to discharge it at sink, or pump it to tank at will. Where an abundant supply of water is needed to furnish the house, a yard fountain or for other purposes, one of the best, and almost invariably the cheapest, means of elevating it to a reservoir, is to provide and set up a wind-mill, in which case one of the first requisites is a good never-failing well, spring, or some other source of water; if this is supplied, procure and set up one of **A. J. Corcoran's Improved Wind-Mills**, on a good foundation, to which it must be well anchored down. Set up pump and connect pipes of Tin-Lined Lead to suit. If the tank used is in the house attic it should be about 6x6x6 or 8 feet in dimensions, and the pipe which runs to fountain should leave the tank about half way from its bottom to its top, to prevent robbing the house pipes of water in case a prolonged calm occurs while the fountain is playing. We know where these mills, manufactured by Mr. Corcoran, are in use, and that they have given the most entire satisfaction, while other makes have failed to do so. The wind-mill in California is one of the most useful machines brought into action in that State; the city of Stockton is almost entirely dependent upon it for water supply, and thousands of acres of the most fertile land would be utterly worthless were it not for these useful helps. See page 401. ♣

**Wash Trays**—when required—must be properly constructed and set up in kitchen or laundry, and thoroughly plumbed, to suit owner. Wooden trays are cheaper than slate; although, for our own use, we should choose slate, for the reason that it will last a century, while wood will require renewing every five years, unless well cared for. The Chapman Slate Company make a beautiful article of this description. See page 400.

**Range.**—In these days of conveniences and household comforts, one of the most important articles in connection with the plumbing of a "Home" is the range. It is not only the means by which the hot water is supplied to the house, but it is the central object of the entire culinary department; it is the appliance with which the cook and the housekeeper labor their entire round of hours, days, months and years, and no pains should be spared to have it of the very best pattern, and constructed on the best principles. **The Grand Central Elevated Oven Range**, illustrated on page 397, is one which we cannot hesitate to recommend in the highest terms. It is elegantly designed, constructed on the latest, improved, and best known plans; its cost is on a par with all other articles of its class and finish, and no person intending to use such an article should overlook it. It is made in a variety of five sizes, and is sold prin-

cipally in New York, by **Mr. John Q. A. Butler**, who also deals largely in other goods of the same line. The range must be properly set, provided with a suitable slate or flagstone hearth and thoroughly plumbed, and connected with water-pipes to suit. The Boiler should be a tin-plated, planished copper article, with arched and riveted head, properly set and fully plumbed to suit.

**Water Closets.**—Properly set up in the bath-room, or where required, a **Jennings' Patent Water Closet**, thoroughly plumb it, as required, and connect the ventilating pipe with a chimney-flue, or with a pipe passing up the wall, out through the roof, six or eight inches, and capped with a T head—leave it in perfect working-order. If such an article as the above-named, in quality, cannot be afforded, it had much better be left out altogether. **The Jennings' Patent Disinfecter** should also be used where water closets are set up in dwellings, and properly connected with the closets.

**Bath Tub.**—This article—whatever make chosen—must be properly plumbed with hot and cold water, provided with waste and trap, over-flow, and all other appliances required, complete.

**Wash Basins**, placed where shown, and thoroughly plumbed as desired, fitted with waste and left complete. The **Jennings' Patent Tip-Up Wash Basins** we consider a very superior article. See page 399.

**Soil Pipe.**—This must be of cast-iron, 4 or 6 inches in diameter, carefully put up and connected with the main house-sewer, complete. Any other articles of plumbing, and all before named, must be most thoroughly completed, connected, and left in perfect working order. For an experienced plumber, whose motto is to never leave a job until perfect, see upper half of page 401.

### HEATING AND VENTILATING.

**Hot-Air Pipes** should be made of sheet tin or some other bright metal. In designing their positions in the house walls, great care should be given to the study in order that they may be arranged so as to obtain their supplies of hot-air from the furnace with the least possible number of feet of horizontal pipe, as nearly as possible over the furnace, and so as to approach it in a manner not in conflict with each other. Where they come in contact with wood-work, tin linings or iron laths should be used.

**Registers.**—Place them where required with suitable frames. Those manufactured by **The Tuttle & Bailey Manufacturing Company** are the best goods, as to quality and price, we know of in the market, and are manufactured by that company in great variety, both as to form, quality and use. They should never fail of being ample in size, in order that the flow of heat may not be retarded and caused to unduly heat the frames and valves; and they should also be properly proportioned to each other, as must be governed by the case in hand. The best positions for those on the first floor, in order to obtain a ready flow of heat, is in the floor, although they can with perfect propriety be placed in the walls, and as high up as may be desired. Those in the upper rooms must be in the walls.

**Ventilating Registers** should always be provided, and properly connected with chimney flues, or other ventilating boxes, tightly made, passing up the walls and discharging above roofs, like ventilating pipes. The ventilating registers must invariably be placed as low down as possible, in the bases, or immediately above them, and if others connecting with the same flues, and placed near the ceilings, are used, they must only be opened in order to let off too great a pressure of hot-air, when they must be again closed in order that the most important operation of extracting the foul air, which is always next the floor, may not be interrupted. See a diagram in "**Hussey's National Cottage Architecture**," Plate 63. This matter of ventilation does not generally receive a tithe of the consideration due it, and for which reason thousands of graves are opened before their time. See on page 405 card of **The Tuttle & Bailey Manufacturing Co.**

**Furnaces.**—This most important part of the heating apparatus of a building must be placed in a position in the cellar as central to the points at which the hot air is to be introduced into the rooms &c., as circumstances will allow. Of the many hot-air furnaces we have tested and observed, within the past 20 years, none have proved, in every respect, so satisfactory as those manufactured by **John Hyslop**, and especially when set up by himself. These furnaces are made of wrought iron in a variety of sizes, and are designed to be used with brick casings or in portable forms. It may be asked in what respect is the Hyslop furnace superior; we answer, its remarkable extent of heating surface composed of wrought iron, which, as experimenters know, receives and gives out heat much more quickly than cast iron, allows of a much less consumption of fuel, while at the same time the range of temperatures through which it may be made to reach, without overheating, is much greater than that of any other furnace, of the same expense, ever yet manufactured. Again, it is more simply and strongly constructed, and has a more superior evaporating arrangement than any we know of, is easily taken care of, and is always reliable. In selecting a furnace, it is a most expensive policy to confine your choice to one that is only just about sufficient to reach the severe extreme of cold the climate of New York is likely to experience, for which reason do not, for the matter of \$10, \$25 or \$50, take any chances in this matter; beside, the more radiating surface your furnace possesses, the less will be the quantity of fuel required to furnish heat for a given amount of space. On page No. 403 we have placed an illustration of one of Hyslop's brick cased furnaces, also a card showing where he may be found, and other information with reference to his furnaces, which please see.

**Steam Warming Apparatus** is almost indispensable under certain circumstances, and under many others may be used to advantage; for example, in large buildings where a great number of rooms are to be warmed, or in any size or design of structure where it is necessary to use a very great number of feet of horizontal pipe, the best, safest, and most economical method is to use steam, and depend upon direct radiation. The great improvements introduced into the manufacture of **Low Pressure Steam Warming Apparatus** by **Wylls H. Warner** make it possible to use this wonderfully subtle element in warming dwelling-houses or other buildings, with absolute safety; and with such apparatus as can be managed by any intelligent person. Mr. Warner has introduced these goods into a great number of buildings with remarkable success, and we have no hesitation in recommending them to the exclusion of all others of their nature, wherever they are required, and have not the slightest doubt but that they will give entire satisfaction. See upper half of page 410.

The smoke-pipe of furnaces must be carefully guarded off from any woodwork, and the flues should be carefully pointed, inside and outside, as they are the points of danger from fire and not the warm-air furnaces as sometimes supposed. Cold-air boxes, for warm-air furnaces, should be provided, equipped with dampers and properly put up to suit. Dampers should be inserted in the smoke-pipe, and in any hot-air pipes from which it is desirable occasionally to shut off the heat. When neither of the above described furnaces are made use of it will, of course, become necessary to use stoves, or grates, or both, for which reason we again introduce the **Fire on the Hearth Stove**, which combines all the good points of both in one article of a simple, economical, and portable character. By an examination of the



accompanying cuts it will be seen that this stove embraces all the real principles there are connected with the matter of **Warming and Ventilation**. There can be but two ways of warming a building or a room, and they are to heat the air already in them or to pass heated air into them. Now, it may be seen that this apparatus also accomplishes both these ends at once. The only true method of ventilation is to take the foul and cold air out at the lowest level, as there is where it rests, this stove does it perfectly. The best and purest warm-air is that which comes in through the heater from without the house, this





stove admits of that perfectly. See arrows on sectional (black) cut. The fresh cold-air comes from without through a pipe under the floor, is heated and passed through into the room while the foul and cold air of the room is drawn out with the smoke. See page 414.

### LIGHTING AND FIXTURES.

**Gas Pipes** must be carefully run throughout the building before putting on the scratch-coat of mortar, so as to accomplish any degree or method of lighting required, and all to be tested and left completely tight. Use best pipe of suitable gauge, and do the labor in the best manner, leaving all ready to attach either a meter or a machine, as may be required. For **Gas Fixtures** there is, perhaps, no place in America where they can be obtained in a greater and finer variety than at the extensive establishment of **Fellows, Hoffman & Co.**, 631 and 633 Broadway, New York. This firm manufactures and imports goods of all classes in their line, and gives special attention to the furnishing of fixtures for private residences. The quality of their goods, and the fair prices at which they dispose of them, have been the means of their wide-spread popularity, and the remarkable degree of success with which they have met. See page 416.

**Gas Machines.**—Among the most recent and efficient machines invented for the purpose of lighting buildings is that manufactured by the **Shaler Manufacturing Company**, No. 4 Murray Street, New York. The prices of these machines range from \$30 to \$350 which supply gas for from three to 100 burners. To sum up briefly, the Company guarantee as follows:

First—The Hydro-Carbon Gas Lighting Apparatus is absolutely safe under all circumstances.

Second—It gives better light and more of it, than was ever before obtained from the same quantity of material.

Third—The cost to consumers need never exceed 75 cents per 1,000 cubic feet for the best Gas, 18 or 20 candle power.

Fourth—Our machines are small, compact, durable, simple; are more easily operated than any ever before devised, and cannot get out of order.

Fifth—They are perfectly automatic in their action and cannot work otherwise than correctly.

Sixth—They produce a uniform light under all circumstances.

Seventh—We furnish apparatus for any number of burners, from one to thousands, at HALF THE PRICE OF ANY OTHER WHATEVER.

Eighth—Our system is adapted to any style of burner, can be adapted to existing gas pipes without alteration, or put up where there is no previous piping.

Ninth—We use no weights, wheels or pulleys, no air-pumps, no tanks, no gasometer, no blower, or underground vaults, no skilled workmen to put up and run the machines, no costly alterations of existing arrangements nor any expensive appliances.

Tenth—While dispensing with all machinery, our system readily enables us to use less of the hydro-carbon vapor and far more common air—hence it is that we are enabled to furnish a far better and cheaper gaslight than has ever before been produced.

Eleventh—When our directions are followed, we guarantee all our machines will give complete satisfaction.

Twelfth—Our gas-giving material being held in absorption, within iron-clad apparatus, and the gas always used as fast as made, it follows, that there is nothing that can leak out; hence, by our system, explosions and accidents are wholly impossible.

See page 403.

**Bells and Tubes.**—Completely tube the building before plastering, for all Bells or Speaking Tubes required to be put in by contract, or otherwise, and when the house is ready hang all bells, provide, and put up all pulls, wires, mouth-pieces and speaking-tube whistles required complete. **Mr. W. R. Ostrander**, 19 Ann Street, New York, makes a specialty of manufacturing all of this class of goods, of the very best patterns, and is prepared to furnish them at short notice. See page 408.

**Painting and Materials.**—All outside and inside wood-work must be put in complete readiness by putting all nail-holes and checks, by the painter, after which two or three coats, as may be desired, of paint must be put on in the best manner, in tints to suit, complete. See pages 322 and 404. For finishing hard woods, stairs, &c., an article sold by **Seeley & Stevens**, 32 Burling Slip, New York, and styled **Pellucidite**, will be found to be of great value, and must

be used instead of varnish wherever that article was contemplated. See bottom of page 398. Oiling, staining and graining to be done, as required by owner, in the best manner, and finished with Pellucidite, complete. Touch up after other mechanics.

**Decorative or Fresco Painting** should never be undertaken by any who are not in every respect competent, as there is nothing, in our opinion, in which money is so utterly sunk as in poor work of this class, although there is nothing done in or around a dwelling which rewards the home builder more for his outlay than real artistic work of this nature. See **Mr. La Fayette W. Seavey's** card on page 405, to whom all desiring work of the above nature should send a stamp for one of his scenic catalogues, containing illustrations of American and foreign theatres.

**Weather Strips**, in the climate of New York, are a valuable protection against cold wind around windows and doors, and are also a protection against dust, which would otherwise blow in around these openings. **S. Roebuck & Co.** are manufacturers of the most improved articles in this line. See page 396.

**Barns and Stables.**—Plates Nos. 39 and 40 give examples of this class of buildings. Those shown in 39 are simple, cheap structures, while that of 40 is a stone building of considerable pretensions; such a building, or in fact either of these buildings, should be thoroughly and completely fitted up for the occupation of the animals for which they are designed, and in such a manner as should guarantee their health and comfort. **Mr. James L. Jackson**, whose card appears on page 412, is one of the oldest and best known manufacturers of **Stable and Stable Fittings** in the States. His work is particularly known for its superiority of finish, completeness of detail, and elegance of design. No one who intends building a stable should be content to commence the work before obtaining one of Mr. Jackson's books of designs and selecting therefrom such fixtures as he might desire to use in its equipage. Any such building as that represented in Plate 40 would be incomplete unless fitted up with some such stables as those illustrated on page 412, where may also be seen a list of many articles manufactured by Mr. Jackson.

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## FURNITURE AND DECORATIONS.

Foremost of all the great establishments in this country engaged in this important branch of art and artisanship is that of the **Pottier & Stymus Manufacturing Co.**, of which *Scribner's Monthly*, in the May number of 1875, speaks in the following manner under the head of

**Household Art.**—A man's house is the expression of himself. As he builds so is he. Get into his home and you may tell what manner of man he may be. The furniture, the carpets, even the curtains express the people who use them. The interiors of most of our houses are not generally happy, or even encouraging. Our furniture is, as a rule, inartistic and commonplace.

There are two causes for this state of things: Ignorance and the subdivisions of trade. The housekeeper buys her carpets at one place, the furniture at another; the paper-hanger and the picture-dealer have nothing in common, and goods from a dozen warehouses are gathered in one room. The purchaser sees a chamber set in white and gold, and thinks it pretty; sees rich, dark carpets and creton drapery, and thinks them lovely. The goods are sent home and put into a sky-blue room, and then the house-mother is vexed, she knows not why. The room tries to express a dozen different things, and the result is confusing and irritating. Tracery from Pompeii is mingled with medieval quaintness; French lightness with Gothic somberness. Everything good in itself—all bad together.

The remedy for this is easy to find. Have one artistic mind preside over the rooms; let one person control the entire house-furnishing from the very plaster. Then the walls, the curtains, the paint, carpets and furniture will be harmonious and reposeful. It will be a delight to sit in the rooms. The mind will be soothed and gratified, the imagination stirred pleasantly and the eye charmed. There will be no jarring discords of things old and new, things far and near, picturesque und beautiful, and that fitness of things will be preserved without which house furnishing becomes a failure. Here the reader may indulge in a slight sniff of mild doubt. How can furniture want repose! In this way: Here are heavy maroon drapery curtains, ample and generous, suggestive of warmth and elegant exclusiveness. They shut out the storm and the cold. Beside them stand cane-seated chairs and a light chestnut bureau, with white marble top and bright gilt ornaments. The one leads the mind to one train of thought, hinting of cozy retirement and escape from the Winter's cold. The white marble, bright fixtures, and light-colored woods suggest the coolness, shade and quiet of the Summer chamber. Combine the two, in one room, and the whole is palpably lacking in repose. There is a conflict of suggestions, a want of harmony, and the person who continually uses the room cannot fail to be continually irritated. So one may easily go through a house and discover a dozen discords to one bit of refined harmony. It is not every one can do this. It implies a certain amount of culture in things beautiful. But the householder may not have the artistic education, nor the time for all this. He has not even the artistic mind. Precisely. He must hire one. Let one man control the finishing and furnishing from the plastering to the chimney ornaments.

The modern householder has one great advantage over his predecessors. He has the houses of the past as models. He may gather under one roof the styles and fashions of a dozen nationalities and centuries. The library may be Gothic, the dining-room in the "Eastlake" style, the parlor French, one chamber modern English, one chamber suggestive of India, one in blue, another in browns and grays. In each, every detail to the very door-knobs and hinges may be both artistic and truthful. To do this demands brains, culture, and a wise expenditure. Anybody can spend. Brains and culture must be hired, if, by reason of many things, they be not united with the spending power. With this advantage comes another. If one mind designs the interior of a house, it is easy to remove or destroy the drawings and patterns, and then one's house may be original in itself, and unlike any other house. The interior from the painting of the walls to the tiles on the fire-place, may be designed for that one house, and when it is finished the plans may be secured so that no after house will be like it. Then will it really express the people who live in it. It may not in every detail show their own culture and artistic sense, but, at least, it shows their wisdom in trusting to an artistic mind, and shows what pleases them.

This idea, that one mind should direct all the orderings of a new house, is wholly novel. Several firms in New York do something of this kind. Among these the Pottier and Stymus Manufacturing Company, by uniting all the arts of house-decoration and furnishing, from wall-painting and picture-hanging, are enabled to carry it to the utmost perfection. This Company take the house, from the lath and plaster stage and finish and furnish everything. Their designer visits the house in its raw state. From a vast museum of artistic samples and models he draws the themes that are to be realized in wood, marble and bronze. Detailed drawings are made of everything—carpets, walls, window frames, doors, curtains, mirrors, flooring and furniture, and the result is a harmonious whole, beautiful, interesting and reposeful. Then at the Company's vast manufactory everything is made of the best materials and by the aid of the most perfect machinery. The walls are tinted, the carpets laid, the curtains hung and the furniture brought in, and there the house stands the realized expression of one mind. There are the drawings; you may destroy them if you like. Neither the Pottier and Stymus Company nor any one else can exactly reproduce your interior decoration and furniture. Your household gods are peculiar to your particular house. Your home becomes individual.

At once the question of expense suggests itself. This, it is easy to see, may be less when one firm has entire control, as they save time, labor, cartage and materials. Furthermore, capital



wedded to machinery enables such a house to reproduce carvings and the like costly hand-work at a low figure, and the final result is less in a money sense than when a dozen different firms contribute their various bills.

A visit to this Company's establishment will convince one of the truth of this, and amply repay the trouble of the journey to 42d street and Lexington avenue. A walk through their warerooms is a liberal education in household art. Everything from rugs to mantel clocks, every style of hangings, every type of national home-life, every quaint conceit from Dutch tiles to Chinese wicker-work, things beautiful and things useful, may be seen in endless profusion. All the strange fancies that have sprung from national life, the types of folk-life and home adornment, may be seen, classified and arranged according to their locality and time, and one can learn much by merely examining the goods as they stand in the warerooms. Your house may be a \$100,000 palace or a box on the beach, and you may give either into the hands of this Company, select the designs that most please you, and leave the work to the firm, assured that your home will not be an irritating failure, neither will the expense be unreasonable. It may be that expense is a trying experience with one, still this need not deter the intending householder. The cheapest, most simple and essential furniture may be as easily and successfully obtained by this means as by any other. The beautiful and artistic, aided by machinery, may be readily united with low cost and inexpensiveness.

The above is a short, faithful, unvarnished expose of true principles and facts, and deserves to be carefully studied and remembered by all engaged in "Home Building." See card on page 413.

### HOUSE FURNISHING.

In order that this article may be eminently practical, we have inserted a considerable list of articles selected from those contained in the stock of **J. M. Falconer & Co.**, Importers, Dealers, and Manufacturers of such goods. Mr. Falconer is an expert of great experience in his line, has traveled the rounds of Europe, and we think there are none better able to fit out a Home than this Company.

#### LIST OF HOUSE FURNISHING GOODS FOR THE VARIOUS DEPARTMENTS OF THE MODERN HOME.

**LAUNDRY ARTICLES.**—Wash Tubs, Wash Boards, Wash Benches, Soap Bowls, Clothes Wringers, Clothes Baskets, Clothes Lines, Clothes Pins, Clothes Line Hooks, Clothes Line Reels, Clothes Horses, Crimping Machines, Charcoal Sad Irons, Burnishing Irons, Cap Irons, Egg Irons, Pulling Irons, Smoothing Irons, Iron Holders, Polishing Irons, Ironing Stands, Fluting Irons, Box Irons, Flounce Irons, Glock Irons, Ruffle Irons, Quilting Scissor Lamps, Quilting Scissors, Wooden Buckets, Skirt Boards, Bosom Boards, Watering Pots, Clothes Sprinklers, Ironing Furnaces, Stocking Darners, Wash Bottles, Starch Saucepans, Starch Tubs, Soap Drainers, Clothes Forks, Mangles, Fluting Machines, Shovel, Tongs and Poker, Mrs. Cook's Irons, Starch Polish, Liquid and Powder Blue.

**KITCHEN UTENSILS.**—Roasting Jacks and Screens, Refrigerators, Ice Chests, Kitchen Tables and Chairs, Settee Tables, Provision Safes, Wooden Buckets, Dishcloth Holders, Pastry Boards, Rolling Pins, Potato Mashers, Beef Steak Mauls, Towel Rollers, Bread Bowls, Chopping Trays, Covered Sugar Buckets, Knife and Spoon Trays, Butter Mould and Print, Butter Trays and Ladles, Cabbage Slaw Cutters, Wooden Ladles, Wooden Spoons, Wooden Spice Boxes, Flour Sieves, Gravy Strainers, Lemon Squeezers, Knife Board Cleaner and Brieks, Barrel Covers, Fire Bellows, Coconut Dippers, Mortars and Pestles, Dish Baskets, lined, Cup Baskets, lined, Ice Cream Freezers, Ice Cream Forms and Spoons, Ice Picks and Mallets, Fruit Presses, Range Boilers, Cover Lifters, Oval and Round Pots, Tinned Metal Stew Pans, Tin Metal Saucepans, Tin Metal Tea Kettles, Tin Metal Soup Digester, Tin Metal Fish Kettles, Frying Pans, Upright Gridirons, Fluted Gridirons, Folding Broilers, Toasting Irons and Forks, Beef Steak Tongs, Omelette Pans, Potato Parers, Shovel and Tongs, Fire Carriers, Coffee Mills, Spice Mills, Ham Saw Knives, Meat Cleavers, Meat Skewers, Pastry or Palette Knives, Knives and Forks, Table Spoons, Tea Spoons, Carver, Fork and Steel, Butcher Knives, French Boning Knives, Bread Knife and Board, Mincing Knives, Flesh or Meat Forks, Chocolate Pots, Basting Spoons and Ladles, Iron Tinned Ladles, Flour Sifters, Iron-Tinned Dippers, Water Dippers, Step Ladders, Scrubbing Brushes, White Wash Brushes, Moulding Scrub Brushes, Salamanders, Copper Stew Pans, Stove Brushes, Stove Polish, Shoe Brushes, Shoe Blacking, Bottle Washers, Lamp Chimney Brushes, Window Brushes, Silver Plate Brushes, Polishing Chamois, Silver Soap and Powder, Long-handled Scrubbing Brushes, Shaker Brooms, Market Baskets, Bread and Cake Baskets, Floor Mops, Cup and Plate Mops, Wood Saw and Horse, Coal Shovel, Handled Axe, Hatchets and Hammers, Matches, Match Boxes, Coal Scuttles, Hand Scoop Shovels, Scales and

Weights, Bell Metal Kettles, Enamelled Kettles, Enamelled Saucepans, Enamelled Stew Pans, Enamelled Preserving Pans, Fruit Steam Preservers, Iron-Tinned Cullenders, Iron-Tinned Skimmers, Iron-Tinned Cups, Ice Cream Spoons, Cream Whips, Egg Whips and Ladles, Preserving Spoons, Egg Slicers and Glasses, Larding Needles, Lamp Scissors, Vegetable Paring Knives, Pastry Jiggers and Bags, Jelly Strainers, Tea and Coffee Strainers, Farina Boiler, Cork Screws, Cork Extractors, Screw Drivers, Gimlets, Puff or Roll Pans, Kitchen Grindstone, Table Castors, Soap Stone Griddles, Cake Turners, Candlesticks, Coal Oil Cans, Iron Bread Pans, Apple Parers, Potato Scoops, Sugar Sifters, Apple Corers, Biscuit Cutters, Egg Timers, Coffee Filters, Coffee Boilers, Dish Pans, Tin Pans, assorted, Tin Buckets, assorted, Tin Pie Plates, Dippers and Cups, Wash Basins, Vegetable Cullenders, Milk Toast Pans, Milk Cans, Milk Strainers, Charlotte Russe Pans, Cake Pans, Jelly Cake Pans, Pudding Moulds, Jelly and Pie Moulds, Oyster Pie Forins, Sponge Cake Pans, Patty Pans, assorted, Pastry Form Cutters, Tin Sauce Pans, Coffee and Tea Pots, Coffee Pot Stands, Sugar and Flour Scoops, Coffee Buggins, Cherry Stoners, Horse Radish Graters, Syllabub Churns, Gas Stoves, Fruit Can Lifters, Funnels, Muffin Rings, Bread Graters, Nutmeg Graters, Flour and Sugar Dredges, Pepper and Salt Boxes, Spice Boxes, Cake Boxes, Sugar Boxes, Bread Safes, Butter Buckets, Coffee Canisters, Tea Canisters, Tin Measures, Lanterns, Molasses Cans, Waffle Irons, Wafer Irons, Coffee Roasters, Milk or Custard Boilers, Fruit Jars, Fruit Cans, Knife Sharpening Stones, Marble Pastry Slabs, Coffee Filters, Peach Parers, Mouse Traps, Pea Shellers, Pot Scrubs, Egg Boilers, Cheese Toasters, Oyster Knives, Spring Balances, Rat and Mouse Traps, Cockroach Traps, Emery, Rotten Stone, Hand Bells, Brown Bread Pans, Salad Washers, Pie Forks, Perforated Pie Plates, Liquid Glue, Garbage Pails, Plate and Dish Baskets, Bean Slicers, Carrot Slicers, Salt Mortars and Pestles, Dough Scrapers, Sink Scrubs, Pot Cleaners, Wick Inserters, &c.

**DINING ROOM AND BUTLER'S PANTRY.**—Tea Trays—set 4 pieces, Ivory Handled Knives, Ivory Dessert Knives, Carver, Fork and Steel, Game Carvers and Forks, Knife and Fork Rests, Silver Plated Forks, Silver Table Spoons, Silver Tea Spoons, Silver Salt and Mustard Spoons, Soup Ladles, Gravy or Sauce Ladles. Butter Knives, Salt Cellars, Pickle Stands, Fish and Pie Knives, Bread Knives, Table Castors, Liquor Stands, Nut Crackers and Picks, Ice Water Pitchers, Butter Plates, Syrup Cups, Table Mats, Fruit and Cake Baskets, Chafing Dishes, Fish Dishes, Soup Tureens, Spoon Holders, Vegetable Dishes, Hot Water Dishes, Egg Coddlers, Coffee and Tea Urns, Britannia and Earthen Pitchers, Plated Waiters, Decanter Stoppers, Champagne Freezers, Skewer Extractors, Tea and Coffee Sets, Bread and Cheese Trays, Water Coolers; Water Filters, Refrigerators, Plate Warmers, Coal Hods, Shovel, Tongs and Poker, Trivetts, Coal Scoop Shovels, Fly Traps, Knife Baskets, Butler's Tray and Stand, Child's Table Chairs, Hair Brooms, Wire Dish Covers, Salad Forks and Spoons, Pickle Forks and Spoons, Hand Bells, Gongs, Table Bells, Champagne Openers, Sardine Openers, Champagne Cork Screws, Champagne Syphon, Thermometers, Knife Washers, Match Safes, Toast Racks, Coffee Machines, Plate Brushes, Chamois Skins, Match Stands, Porcelain lined Baking Dishes, Oyster Knives and Forks, Crumb Trays and Brushes, Jones' Patent Carvers, Meat Holder, Wine Labels, Asparagus Tongs, Crumb Gatherers, Melon Carvers, Fish Carvers, Liquor Mixers, Cocktail Strainers, Cheese Platters, Ash Wagons, Tea Caddies, Bread Platters and Knives, Supper Trays, Wine Funnels, Wine Cradles, Cork Screws, Muddlers, Egg Nog Mixers, Muffineers, Mutton Holders, Coal Vases, Pea Fowl Fly Drivers, Knife Trays, Silver Baskets, Dish Covers—Plated, Britannia and Block Tin, Olive Forks, Cheese Scoops and Stands, Sardine Boxes, Ice Tubs, Ice Strainers, Ice Tongs, Ice Planers, Oil and Vinegar Frames, Tea Trays in sets, Bottle Holders, Tea Extractors, Tea Balls, Sugar Tongs, Cigar Ash Trays, Cigar Candlesticks.

**BED CHAMBER FURNITURE.**—Clothes Hampers, Shovel and Tongs, Pokers, Coal Hods, Coal Shovels, Dust Pans and Brushes, Hearth Brushes, Wardrobe Racks, Plunge or Sitz Baths, Child's or Shower Baths, Foot and Leg Baths, Fire Sets and Standards, Carpet Hammers, Carpet Tacks, Foot Warmers, Candlesticks, Bed Warming Pans, Cutting Boards, Carpet Stretchers, Carpet Brooms, Clothes Whips, Feather Dusters, Oriental Chairs, Coal Tongs, Grate Trivetts, Blower Stands, Spittoons, Boot Jack and Hooks, Coat and Hat Hooks, Carpet Sweepers, Boot and Shoe Commode, Bird Cages, Hat and Coat Brushes, Cane Rocker Chairs, Ewers and Basins, Water Buckets, Chamber Buckets, Match Safes, Nursery Lamps, Cedar Clothes Chests, Shaker Swifts, Yard Sticks, Tape Lines, Velvet Brushes, Stair Carpet Brushes, Window Brushes, Paint Dusters, Door Fasteners, Picture Nails, Bronze Tea Kettles on Stand, Glove Stretchers, Night Commodes, Children's Chairs, Gas Kettles, Gas Torch, Toddy Kettles, Bedet Baths, Toilet Soaps.

**PARLOR.**—Polished Steel Fire Sets, Fire Sets and Standards, Coal Scoops, Coal Vases, Spittoons, Cuspidores, Sheep Skin Mats, Card Baskets, Piano Bellows and Dusters, Foot Warmer, Statuary Dusters, Hearth Brushes, Feather Dusters, Flower Stands, Walnut Brackets, Picture Nails, Dominoes, Fire and Crinoline Guards.

**HALL.**—Hat Racks, Umbrella Stands, Cane Chairs, Door Mats, Waxing Brushes, Door Porter, Foot Scrapers, Feather Dusters, Clothes Whips, Lanterns, Mops, Cobweb Dusters.

**BATH ROOM.**—Flesh and Bath Brushes, Soap Holders, Towel Arms, Towel Stands, Earth Closet or Commode, Towel Rollers, Match Safes, Washstands, Hip Baths, Furniture, Looking Glasses.

**WINE CELLAR.**—Wood Faucets, Bottle Brushes, Pumps, Bottle Chains, Bottle Baskets, Iron Wine Bins, Brass Faucets with Keys, Syphons, Funnels, Cork Drawers and Drivers, Bung Starts, Filter Bags.

**FOR INVALID USE.**—Bed Rests, moveable backs, Invalid Tray, wood and metal, Leg Rests, Leg Baths, Stomach Warmer, male or female, Invalid Table for Bedside. Also please see page 411.



**TOWNS AND CITIES**

FROM

**NEW YORK TO SAN FRANCISCO.**

The descriptions and facts in connection with the following list of about 250 towns and cities which lie scattered through the northern half of the United States, from the Atlantic to the Pacific, has been prepared with great care and labor, and, if carefully studied and compared, will afford a very complete idea of the vast outline of industry which the American people have dotted out upon the face of the broadest and most wonderful country in the world under the control of a civilized nation. The Home Builder will find it of interest to study with care all these descriptions, and other matter in connection with them, which has been introduced under a few of the first places named.

**NEW YORK.**

We need offer no apology for introducing our greatest American metropolis to the attention of the reader, as the first place of importance of which we wish to speak in connection with the object we have before us. Nor do we apologize for ignoring any attempt to describe her position in nature, her foundation, growth, present greatness or future glory; either would be a waste of labor. There is no place where her name is not known, and her influence felt. It is because of what we find in her, of markets, banks, hotels, manufactories, her maze of merchants, goods and commerce; her boundless supplies of all needful articles known to "Home Building," her schools, professions, institutions, and her endless rounds of amusement and curiosity, that we begin at New York. And further, it is because her lines have gone out to all the world; she is the unrivaled Atlantic center, upon which all our great routes determine; the most of all, perhaps, it is because she contains more of the things of which every home stands in need, more facilities for sending them everywhere at moderate prices, and a greater proportion of the people we desire to interest, than any other place of which, in this work, it is our privilege to speak.

We have not attempted any general description of the magnificent and wonderful buildings of New York, nor have we entered and described her splendid mansions, elegant brown stone fronts, or her ordinary brick rows of dwellings, as it is most especially, with "Home Building" outside of the great cities, we have designed this work to treat. The advantages of having New York at command as a vast bazaar or shop in which to obtain all manner of supplies is without question exceedingly great; whereas the advantages to persons of moderate means, or more humble circumstances, to make it a place of residence, a place in which to build a home, are on an inverse ratio. This will appear very evident when the enormous values of real estate, high rents, and the difficulties of travel from the residences to the business end of the city, are carefully examined and compared with those of other places, especially with other suburban villages and cities. It may be urged, perhaps, that the increased facilities for rapid transit in New York City will very soon extinguish one of these disadvantages. But while we realize the rapidity with which systems of travel are being revolutionized in this city, and while we are in full sympathy with every practical enterprise that tends in that direction, we cannot shut our eyes to the fact that the same restless, transforming, speculative spirit is abroad in the land, and that while we will be constantly matched in this direction, we can never pull down our land and rent values to the level of our suburban towns; nor can we hope to surpass the purity and healthfulness of their atmosphere; nor need New York care concerning these things; she has thousands to spare yearly, and it is for the purification of her own life arteries to send them out. Transplanted in broader sunlight they rapidly increase in health and wealth, and pour back upon her unnumbered streams of treasure and strength, while she can never cease to maintain her supremacy as the great caterer to their wants, the source of unbounded sup-

Before passing from this head we will introduce a few firms who are engaged in business in New York, and to whom it will be of interest and benefit to many of our readers to be introduced.

**Banking.** Foremost among the many interesting advantages which New Yorkers, and those who dwell in the many large towns and cities within easy reach of this city, are accustomed to regard themselves—in a more than usual degree—possessed of, are the financial facilities it is supposed to afford. We do not design, however, to more than allude to the thought. Banks, Banking Institutions, and Bankers are numerous in this wonderful city, and some of them are of great value to the exceedingly vast manufacturing and commercial interests which center here. Others are helps to the scores of industrial savers, while still others are of real and substantial value to that great throng of vigorous workers which occupy positions somewhere between the bottom and the top of the ladder of financial and commercial success and prosperity, and to whom the majority of so-called National Banks are worse than useless in every other respect than that of being the mere custodians and change makers of their earnings,—the law of discounts with such banks requiring an average balance in bank equal to the amount advanced on commercial paper, or in other words, if you have \$1,000 in bank you may possibly get them to discount \$1,000 worth of good notes for you, provided they are morally certain you will keep \$1,000 in bank.

The class of bankers which are of *real value* to the great majority of active, growing business interest, are those which, if they have not in hand the funds to purchase or discount your paper, can and do afford the facilities for finding a customer for it. We have inserted the card of **Mr. Sam. L. Harris** on page 413, who is one of this class last named, a gentleman with whom we have had extended business relations, and whom we know to be not only an able and accomplished banker, but also an honorable, upright Christian gentleman.

**Clothing.** Among the multitude of Gentlemen's Clothing Establishments in this great metropolis, we have singled out that of **Mr. A. Raymond & Co.**—whose card we have printed on page 396—for mention, and for the purpose of recommending our readers to give them a trial. For many years we have regularly visited this establishment, and have never been disappointed or cheated therein, either in making selections of goods for ourselves or our friends, and we take great pleasure in recommending such a house for the benefit of all who are engaged in "Home Building," and are within easy reach of New York.

**Monuments.** Believing there will times occur in the lives of most of our readers when they will wish to know where they may obtain monuments, designed with fitting taste, that they may mark with them the last resting place of the dust of some dear one, whose immortal shade has passed from the shores of time to those of eternity, we have inserted the card of **French & Co.** on page 398, which please see.

**Seeds, Bulbs, Roots, &c.** We have but little doubt that all of our readers who are interested in "Home Building" will be benefitted in knowing where they may—with perfect confidence that they will get what they order—procure Flower, and all other Seeds, Bulbs, and Roots, for their gardens or yards, as they may desire, and for this reason we have taken pleasure in printing the card of **J. M. Thorburn & Co.** on the lower half of page 393, which please see. This house is one of the oldest and best known of any in New York in its line, and any one who may wish to procure seeds or other goods in its line, should send for a catalogue of the article desired, and after having made a selection, may order without any fear but they will obtain what they desire of the best quality and at the fairest prices.

## RUTHERFORD, NEW JERSEY.

(MORE COMMONLY KNOWN AS "RUTHERFORD PARK.")

Ten miles from New York, on the dividing ridge between the Passaic and Hackensack Rivers, lies this most accessible suburb. Many of its attractive homes can be seen from the Highlands of Hudson City, lifted far above the great meadow plain which for many miles skirts the eastern eaves of the Jersey mainland.

Only ten years ago, and the echo of the primeval "Jersey Dutch" farmers' "gee-up," and the woodman's ax, across the rolling fields and amid the shady groves of "Boiling Springs," had remained unbroken for over two centuries.

Strange as it may appear, twenty years the trains of the Erie Railroad had thundered across its center, and speculators had whirled blindly by to more distant, less healthful, less beautiful, and less accessible scenes of fortune hunting, before the practical, future discerning eyes of its projectors, deigned to kindly rest upon its advantageous location. However, when it was discovered that so charming a site for a city of residence actually lay upon this semi-mountain ridge; already graded and drained by nature, within hearing of the guns of Fort Richmond, and within half an hour's ride by rail of the great people-burdened heart of the metropolis of America; a most magical change rapidly swept across an area of about three square miles; and now it would be difficult indeed for a "Rip Van Winkle" to locate the "old landmarks" amid these broad avenues, handsome villas and pretty cottages of Rutherford. The present number of inhabitants of this place, proper, is over three thousand, nine-tenths of them having come in since 1867, about which time its present name was adopted instead of "Boiling Springs," by which it had been known previously since the days of George the III.

The moral tone of the people of Rutherford is of a high standard, not second, we think, to any other place in the State. Grouped within an area of half a mile square, centrally located, stand the edifices of the Presbyterian, Baptist, Methodist and Episcopal Churches, and about a mile distant that of the Roman Catholic. All are presided over by men of distinguished ability, and all are maintaining Sabbath Schools which point grandly to their future glory.

The oldest physician of the place, a man of untarnished reputation, emphatically declares that "Rutherford is absolutely healthy," a statement of which there can be no doubt; its high, airy position, with perfect natural drainage, both east and west, are ample guarantees of the fact.

Rutherford is eminently a place of residence for New York business men, and indeed there has been a studied effort on the part of its projectors to maintain its supremacy and desirableness as such, and with so great a degree of success, that the song of the spindle is not heard, nor the smoke of the factory seen within its borders; the only industries being those inseparably connected with house building or housekeeping; although, considering its easy access by rail, water or team, there is no doubt but it presents many inducements for New York manufacturers to bring in their enterprises. When the moral and religious tone of its inhabitants is observed, as noted, it will be readily guessed that superior school advantages would be carefully fostered, which is to the fullest extent the fact. Within five years there were erected two large and well-appointed public school buildings, standing within half a mile of each other. They are conducted by superior teachers, and are filled with that buzzing, tittering, giggling primary band, which is the hope of the next generation. Although the best schools of New York and Jersey City are within a few minutes' ride, there has been established a Seminary which proposes to hand out its pupils thoroughly prepared for the Sophomore class of Princeton, or any of the best colleges of the land, and in view of the fact that education is so vitally connected with the best interests of "Home Building," we herewith print the courses of studies as submitted in the first prospectus of Professor C. H. Goldthwaite, the founder and proprietor of the Rutherford Seminary:

English Course.—1st Year—Mathematics—Practical Arithmetic; History—United States;



English—Grammar and Analysis; Penmanship. 2d Year—Mathematics—Algebra; History—Greece and Rome; English—Rhetoric; Geography—Mathematical and Physical. 3d Year—Mathematics—Geometry; History—England and France; English—English and American Literature.

Scientific Course.—1st Year—Mathematics—Arithmetic; English—Grammar and Analysis; History—United States; Geography. 2d Year—Mathematics—Algebra and Geometry; Science—Natural Philosophy; French—Otto's Grammar and Contes Biographiques. 3d Year—Mathematics—Geometry—Elective; Science—Chemistry; French—Telemachus—Cinq. Mars; English—English and American Literature. 4th Year—Science—Astronomy; French—Standard Plays, Colloquial French; Elective—Trigonometry and Surveying, Political Economy, Mental Philosophy.

Classical Course.—1st Year—Latin—Grammar and Reader; Mathematics—Algebra; Geography—Modern and Physical. 2d Year—Latin—Caesar's Commentaries, Sallust; Greek—Grammar, Anabasis; Mathematics—Geometry. 3d Year—Latin—Cicero's Orations, Latin Prose; Greek—Anabasis; History—Greece and Rome. 4th Year—Latin—Virgil—Æneid and Georgics; Greek—Anabasis and Iliad, Greek Prose; Geography—Ancient; French—For entrance to Harvard; Reviews.

**The Union Lyceum.** This is the cognomen of a corporation, which is exclusively of a benevolent character. It owns a building styled "The Union Hall," which contains a large hall, about 30x60, and side room on the first floor; with three rooms on the second floor, fitted up for the accommodation of different lodges which meet there. One of these rooms contains the **Library**, that being mainly the object for which the Lyceum was incorporated. It has gradually grown to very respectable dimensions. All moneys received by the corporation go towards augmenting its collection of books, after paying the regular expenses of the management.

**Lots, Values, &c.** The central point of interest is the Erie Railroad Depot, upon which the four principal avenues converge and around which the local business of the place revolves. A triangular plot immediately west of the depot, bounded by Erie, Ames, and Park Avenues, about 200 feet on each, curbed, grassed, and tastefully railed in, and upon which stands a magnificent flag-pole, is faced by the most valuable lots in the place, on account of their position for business purposes. They are worth from \$2,000 to \$2,500 per city lot of 25x100 feet each, which is the area of all pieces called "lots." Other lots in the immediate vicinity of the depot are worth from \$800 to \$1,500, although they possess as great disadvantages for building upon as any in the place. Lots on Union Avenue are worth from \$600 to \$1,200, to a point half a mile from the depot. The present superior facilities for building, and because of the position of the avenue, lay of the land, and yet undeveloped advantages, are without doubt the most desirable to build upon, or to hold, of any in the place. Park Avenue, Ridge Avenue, and Orient Way, are also very finely located and present varied claims, which should not escape the notice of the investor. All of these avenues point directly to the depot. Ridge Avenue mounts the very summit of the ridge and takes a direct course for Newark, and stands next in its future prospects to Union Avenue. The lots of the three last named avenues range in value from \$400 to \$1,000, to a point half a mile from the depot. Montross, Passaic, Donaldson, and Woodward Avenues obtain the finest views of the beautiful valley of the Passaic, and distant Orange Mountains. The lots lying along them are mostly ready for occupation without cut or fill, and are worth from \$300 to \$600 each. The streets on the eastern side of the ridge command a view of the meadows and the rear of the Palisades; values of lots being about the same as the last named.

What is called the "north side," lies on the northerly side of the railroad. It is very elegant property, but has the disadvantage of approaching the neighboring village of Carlstadt, which is conducted on entirely different principles. Vide under "Carlstadt." The average soil of Rutherford is a good quality of deep, rather heavy, sandy loam, and as it was so recently wrested from the hands of market gardeners and farmers, the gardens connected with the many beautiful plots present a refreshing appearance.

**Dealers in Real Estate** are firm in their prices, and do not appear to desire to obtain exorbitant rates. There are a number of persons who are offering lands and houses for sale, but we have not deemed it necessary to name any others than Haywood & Bookstaver of the Bergen County Herald, near the depot. These gentlemen have a list of all property worth investing in,

and are men of such integrity, that, though there were a thousand others, we would consider it waste of time to record them.

**General advantages, &c.** First on this subject should be cited the fact that Rutherford is the first station on the Erie Railroad after leaving Jersey City; and is, as will be seen by reference to the time-table of that road, but a few minutes' run from New York, in magnificent cars, which make no less than 19 round trips daily. Then we would refer to the beauty and healthfulness of its situation, the high moral and social tone of its people, its churches, superior schools, **low rents**, and the fact that its real estate can be bought at remarkably low rates, and much of it on exceedingly easy terms. **Example:** A gentleman purchased a plot (3 lots) paid cash for the lots, and borrowed of the owner all that was required to build a very neat house and fence it in. Others may do likewise.

**What lacking.** As we are about to pen the following remarks we could wish that every interested person in the place, of which we are writing, might be present to hear our criticism. But we have no doubt that we shall be doomed to the fate of many a dominie, who takes the occasion of the absence of most of his flock, to very energetically elaborate on the duties of punctual attendance on the means of grace, be heard by few. But notwithstanding the foregoing very discouraging fact, we are also aware that we may be throwing out a "tide, which, if taken at the flow," may lead some explorer "on to fortune," and many to avoid the pits into which others have fallen.

Thus to begin our onerous task. Many of the avenues and streets of Rutherford are remarkable for their width and the beauty of their situation; but, with a few exceptions, their road-beds, lighting up, and sidewalks are remarkably neglected, which cannot fail to act as a great drawback to the growth of the place, besides standing in marked and disagreeable contrast with the culture and enterprise shown in other directions. Well planked or paved sidewalks, with clean, well-kept streets are indispensable to the prosperity of any city or town.

**Hotels.** Rutherford, strange to say, does not at present possess a single hotel within less than about a mile of the depot, while almost overshadowing it stands what is known as "Mount Rutherford," a promontory most eminently fitted by nature and location for one of the first hotels in the State, on which spot, if a suitable building were erected, and its grounds arranged, a full house could be maintained the year round. But "a word to the wise," &c. One of the remarkable features of attraction at the depots of the different towns along the "New Jersey Central Railroad." is the taste displayed in the adornment of the grounds, and the airiness of their localities. This cannot be said of Rutherford at present, but on the contrary its depot is smothered with dusty looking shops, which gives an otherwise beautiful and exceedingly desirable place of residence, a remarkably Jewish, un-American like introduction. We are glad to say, however, there is a desire and determination to change this order of things now being made manifest. Such mistakes as irregular house frontage, clumsy fences and ugly paint, are minor matters, and will no doubt be corrected as their inappropriateness become apparent to the growing tastes of the owners.

**The cost of living** at Rutherford, or any other place, is a matter among those of first importance to be investigated by persons seeking to locate and establish a home. A villa, or cottage and adornments, entails upon its owner a certain first cost, the interest on the investment and a yearly amount for repairs, &c. But the cost of living is a vortex yawning before you every day of your life. It begins by exacting a few pennies, and ends by swooping into its ruthless abyss tens of thousands. Therefore, reader, I adjure you, give this matter a careful thought. Washington Market, New York, is known to afford all that can be contributed for the support of life, from the gardens, fields, forests, rivers, lakes and oceans of North America, and, in fact, all countries of the world, at prices that average as low as any market on our eastern coast. The people of Rutherford may supply their tables from this market at its average rates, if not direct (which is to a considerable extent the case), through the aid of the local merchants, whose stores are well supplied with all that is needful (vide under "merchants.") The gardens of most of the families contribute largely to their supplies of excellent fresh fruit and vegetables, through the Summer and Autumn, the advantage of which is discernable without comment. The tables of the people of Rutherford should

not lack any good thing, at a rate averaging as low as New York or Brooklyn; taking these cities for our standard. But the supply of the table does not encompass the cost of living, although it is a large proportion. There is next the matter of clothing. This we will at present abbreviate by saying all that has been said on the subject of supply and cost of food is equally true with reference to all kinds of goods. New York is the great shop, so that in case the local stores cannot supply what is wanted immediately, or at prices satisfactory, the consumer, by a short pleasant excursion, obtains the required article at the fountain head. Another point which requires experience in order to properly appreciate it, is the absence of the necessity for continued "nice appearance." The children can be, and are, allowed to rollick in the sunshine and shade, with less than half the "proper clothes" required in a "respectable" part of either cities referred to, greatly to their comfort and health, and with much saving to paterfamilias. The question of househelp is not different from what it is in New York.

**Buildings, styles, &c.** The residences of Rutherford are grouped together in different localities over the entire area of the place; most of them standing on ample grounds, which are adorned with trees, shrubs and flowers. The larger number of them are of the classes of plates Nos. 2, 3, 6, and 9, while quite a number are equal to Nos. 11, 12, 22, 31, and 32. Some of which have their grounds laid out in the most elegant styles of landscape gardening.

There are but few of the modern houses constructed of stone or brick. The balloon frame, sheathed, papered, and clapboarded, being the prevailing method of building. Many of the residences are fully fitted up with all the "modern improvements." Viz.: Plumbed, gassed, and heated by furnaces.

**The cost of building** in Rutherford has been as low, if not lower, than in any other New York suburb, below that of Westchester Co., N. Y., or of Long Island, by from 8 to 12 per cent. Such a house as is exhibited by plate No. 2 can be erected there, complete, for \$2,000; No. 3, \$2,000; No. 6, \$2,900; No. 9, \$3,000; No. 11, \$5,000; No. 12, \$6,000; No. 22, \$6,000; No. 31, \$5,000; No. 32, \$11,000. The buildings of this place are as a rule neatly painted, although there is certainly room for improvement in this direction; some of the most tastefully painted houses, we have learned, were executed in colors chosen from the sample card of Harrison Bros. & Co., 176 Water St., New York, and, in fact, in paints manufactured by that Company which were obtained of Mr. A. W. Van Winkle, who is the agent of the Company at Rutherford.

Every town, or city, that has experienced any very considerable growth, has among its people certain "old familiar faces," who belong to the historical features of the place, they are familiar to all. Such a face is still bowing, and smiling around on the shoulders of the "oldest" painter of Rutherford; few indeed, there are, in that place, who do not know "John Payne, the painter."

**Building materials.** Rutherford enjoys superior advantages for obtaining supplies of all materials required for building purposes. Washed by the Passaic on the west, and the Hackensack on the east, both of which rivers are navigable for heavy freight-boats several miles beyond this point, makes it possible for dealers to obtain their goods at canal-freight rates. Added to the above, there are two of the great western lines of rail, that pass directly across its centre. In consequence of these facilities, for obtaining them; lumber, brick, lime, lath and hardware, are offered at as low rates as they can be had for at any place within the vicinity of New York. Stone abounds in and on the locality, and the great quarries of Belleville are within two miles of its centre. Sand of an excellent quality lies in great drifts, where it has reposed, no doubt, since long back into the pre-Adamite period; waiting to be utilized in the construction of thousands of beautiful homes that are to stand the future monuments of man's industry and skill. In addition to the advantages just named, which Rutherford enjoys, it should be remembered that New York lies just at her door, with an ever-present, enormous supply, of both material and labor, waiting for customers.

A lumber yard, within a few hundred feet of the depot, kept by a Mr. Geo. Hild, affords the inquirer, or mechanic, a ready opportunity for obtaining either goods, terms, or prices. This gentleman, a few years since, had a large yard heavily stocked and equipped, situated about a quarter of a mile from the present one, which was consumed by fire, stock, horses and wagons. Phoenix-



like, he arose from the ashes, and is now spreading his wings of trade, in a much more convenient position for his business. The present yard is located on the corner of Union Avenue and Van Winkle Street; there is a neat office on the corner and large commodious sheds in the yard, for the protection of such stock as would be damaged by water. Mr. Hild keeps on hand, and is prepared to furnish at short notice, all the varieties of timber, lumber, mouldings, shingles, lath, lime, brick, or stone, required by the building fraternity. His prices range about with builders' table No. 1.

About a mile distant from the above yard, stands the planing and moulding mills of Mr. Gustaf Swenson, where any extra preparation of stock can readily be had.

About 800 feet east of the depot, the Erie Railroad embankment makes its heaviest rise, and crosses Newark Avenue on a massive iron bridge, supported by brown stone buttresses. At this point a switch has been laid out from the main track, which runs down on a long trestle work, and terminates within an extensive inclosure, where a few years since some lumbermen from Pennsylvania laid up a small stock of boards, and afterwards abandoned the yard. The excellent position, however, has been occupied by an enterprising young man, Mr. Henry B. Kostor, for a coal yard. The trestle work affords him the opportunity of dumping his cargoes of coal directly into his bins. These superior facilities for handling the article, makes it possible for him to supply the people of Rutherford at as low rates as can be afforded at any point along that Railroad.

**Mechanics' labor.** The different trades are fairly represented, mostly by men brought up to their business in and around New York City. Among the carpenters and builders, Mr. Samuel T. Hink, has been in the place about nine years, and has executed some of the best buildings in Rutherford. He is a thoroughly trained mechanic, and has generally succeeded in giving satisfaction to his customers. He is now engaged, to some extent, in putting up buildings of about the class of plate No. 3, for sale; and is offering them at reasonable rates. His shop is but a short distance from the depot.

It is said of John Jacob Astor, that he would sometimes remark, with a twinkle in his eye, "fools build houses, and wise men buy them." Whether this has been the result of the observation of most men who have had much to do with real estate, or not, we cannot say; but, our experience prompts us to advise all who think of building: having selected a neighborhood, and not having determined upon what style of house they want, to look at all the houses for sale in the locality before building.

Mr. W. E. Speir is another of Rutherford's builders we desire to notice. He has been in the place about two years; the buildings represented in plates 18 and 31, were executed by him, and are among the best looking houses in the vicinity. He has been thoroughly trained in mill work, as well as house construction. For several months he had charge of the extensive mills of W. P. Russell of Charleston, South Carolina. His shop, and residence, are located on Chestnut Avenue about four blocks from the depot.

**Masonry, Labor and Cartage.** There are several things necessary to insure a good job of masonry, all of which may be certainly expected by employing an honest "boss," who also understands his business; John W. Kellett of Rutherford, N. J., is a mason and builder, that fills the bill of requirements in the above particulars. His shop is a short distance from the depot, on Union Avenue. He has executed all the best work in the place, for the past eight years. His brother, Samuel Kellett, of 763 Market Street, San Francisco, Cal., manufacturer of plaster decorations, is known throughout that State, and, in fact, controls that business on the entire western coast.

The labor market is well supplied in this place; teams and men can be obtained on reasonable notice at the rates noted in table No. 1.

**Plumbing and Ornamentation.** Many of the dwellings of Rutherford are fully fitted and plumbed with all the "modern improvements." The supplies of water being taken from the roofs into tanks in the attics, and forced up to them from cisterns or wells by a metal-valved force and lift pump. Plate No. 22 represents one of those houses; it is the residence of Mr. Sam. L. Harris, banker, 658 Broadway, New York. This building was plumbed by S. M. Decker & Co., C. A. Knap, agent, whose store and shop is opposite the depot; a fact which will deserve the notice of all

who may be about locating at the place, as this firm are not only prompt in filling any orders for plumbing work, but also keep on hand a supply of many indispensable articles of household use. They do their work carefully, and are not addicted to exorbitant charging, as is the custom of the fraternity generally. Over the awning of this store may be seen a rather inferior specimen of what is known as the "Yates cresting." It has a neat effect when up, and can be easily repaired. It is as durable as any article of the kind, and is more economical than most styles of metal crestings. One of its distinguishing features is the lightning rod, which connects the entire chain of iron with the perpendicular rod to the earth. We have used this rod to a great extent since its first introduction, and have been well pleased with it in every respect. The American Home Commission Company (noted below) is selling and endorsing this article. In some of the plate descriptions this article is also mentioned, where it appears in the illustration, and some idea of its appearance may be obtained by examining them in reference to it.

**Native materials.** There are no towering forests of "murmuring pines," or other woods, whose shadowy depths invite to repose and meditation, the soul of the home seeker at this place. The bones of the last lumberman, who supplied his growing flock of little "Jersey Dutelmen" with their daily bread, from the diligent application of his ax and saw, in conquering the Columbian forests, and reducing them to a respectable lumber pile, have long since mouldered back to dust. There is, however, a few chestnut and oak groves, which afford a moderate supply of posts and short timber. Sand and brown stone, as has before been hinted, are found in and near by the place in great supplies.

Bricks are an article, the importance of which cannot be overlooked in connection with our subject. Their utility and convenience are growing in importance, although they have been in use for over four thousand years. As yet they are not made nearer Rutherford than Little Ferry, about five miles distant, and the majority of the article used at this place, are shipped by rail or boat from the North River yards. In connection with this subject, and how to make available any native materials; we will call attention to the fact, that there lies not over one mile from the depot at this place, a bed of excellent brick clay of enormous extent. Mr. Swenson, who owns the planing mills near Carlstadt, has for two years lined his furnaces with this article, which he dug from the banks of Berry's Creek.

Where are the enterprising men of Rutherford who desire to see the lowering of building materials with a view to furthering the growth of their pleasant and healthful suburb? Let them come to the front; and I will say to them, here is about the only real advantage you can take of your situation in this line. In order to avail yourselves of it, construct a broad, deep canal, along the southerly line of Union Avenue, from Berry's Creek to Newark Avenue, and extend Union Avenue to the Creek; build it high enough to be well drained at all tides. Form a company, and after having purchased the swamp along the Creek, take out the clay and make bricks. The canal will afford the means of conveying brick or clay to within a thousand feet of the depot; besides, it would allow lumber, coal, and other heavy articles, to be brought so near the center of demand, by water, as to materially reduce their cost, by reducing the freights. The bank of the canal along Union Avenue could be turned into docks to any extent required.

This would be found superior to any dock improvement along the Passaic River, for the reasons that follow: It would be a shorter route to New York. It would not be liable to sweep away its docks, by an ice rush, at certain seasons and tides. It is two-fold in its advantages, in that it would open up a brick-making business, while it afforded all the opportunity of water freighting.

**Future Prospects.** The prospective future of all places, bear upon their features elements of attractiveness, or otherwise; just in proportion to the desire on the part of the expectant, for one thing or another. If a great city is seen by the future discerning eye of the observer, with its tall spires and busy avenues arising to view, like a pleasant dream, and that should be his desire, then he is satisfied with the outlook. But if his aspirations are for a quiet, rural retreat; then he is only pleased by beholding sunny slopes and shadowy hilltops. Rutherford is destined, at no very distant day, to become a large and elegant city of residence. She offers no special facilities for man-



ufacturing; while her advantages and attractiveness, as a place in which the overerowed business men of New York may locate their homes, are almost without an equal. The writer knows of an enterprise, the projectors of which have for their object the construction of an excursionary railroad, which will take a circular route as follows: Beginning at Jersey City, will run via Bergen Point, Elizabeth, Newark, Rutherford, Haekensaek, Englewood, and down the Palisades to the point of beginning, thus forming a continuous rail, upon which trains of very light ears will be rapidly run around the circle, making many trips daily. Rutherford will be about the center, and will receive great benefit from the enterprise.

**Newspapers.** The Press! who can estimate the part it has played in the civilization of the world. It has been the potent means in the hands of good men, by which the glorious truths of the Bible have been sown broadcast on the face of the earth, as the leaves of the forest. Wherever there is found a sprightly, well patronized newspaper, it is good evidence of more than average intelligence on the part of the people. Rutherford enjoys the presence in its midst of a weekly newspaper, of medium size, known as "The Bergen County Herald." Its present owners and publishers, Messrs. Haywood & Bookstaver, judging from their paper, are men of advanced enterprising views, sound principles, noble instincts, and generous hearts. As this paper has an extensive local circulation, there is no doubt but that it would be found a valuable means of advertising, especially for those retail merchants convenient to the Chamber Street Ferry and the Erie Railway.

**Merchants and Business People.** The engraving of Mr. A. W. Van Winkle's extensive stores, represents the principal business-house in the place. The corner building was erected in 1867, and was the pioneer store of the place. Since then, the center and westerly end of the buildings were added, as the business required more room. This concern keeps on hand a constant and generous supply of about all the articles known to the wants of households, and at prices parallel to those of New-York, for the same quality of goods. The epicure may find in these stores, during their seasons, all kinds of fruits and vegetables, fresh from the neighboring farms, or from Washington Market. The great convenience of such an establishment must be apparent at a glance. The consumer is able to obtain under one roof what would require a visit to half a dozen different places to secure in New York. It is hardly needful to mention the location of these stores, as they are immediately fronting the Depot Square, and are the most conspicuous buildings in the vicinity. The Post Office is also in the center building of this group, which adds materially to its line of conveniences. The gentlemanly postmaster, Mr. J. R. Collier, is always found at his post, ready to deliver or receive.

On the corner of Erie and Park Avenues, and opposite the westerly side of the square, is situated Adam Rode's bakery. This is also a pioneer concern, and is very conveniently situated. A little further up Park Avenue, and still opposite the Depot Square, is the office of Petty & Shafer, insurance and real estate brokers. Their business, as a firm, is to effect insurance, sell, rent, or exchange real estate, make loans, and collect past-due claims. Mr. Geo. W. Petty has been for some years a constable, collector, and auctioneer, and is expert in his business, affable and genial in his bearing to all. Mr. Luther Shafer is of the firm of Hildreth & Shafer, counselors at law, 37 Park Row, New York City. He is Master and Examiner in Chancery of the State of New Jersey, and will be found very conveniently located, in his Rutherford office, by those seeking legal advice in reference to titles, or other matters.

**The American Home Commission Company,** whose business is to furnish all manner of articles required by house builders or housekeepers, have a branch office, for the purpose of receiving orders, in the office of "The Bergen County Herald." This company deserves the patronage of all careful buyers, as it was especially organized for the purpose of supplying goods at manufacturers' prices, thus absolutely saving to its customers the ordinary dealers' profits. It buys no goods for which it has no orders, and sells none except on commission. It is prepared to furnish, promptly, from any one of a thousand factories, any class or kind of goods wanted to build or furnish a home, from a carpet-tack to a grand piano, at manufacturers' prices.



STORES OF MR. A. W. VAN WINKLE, REFERRED TO ON PAGE 231.

## WEST RUTHERFORD

Is the local name for the north-westerly side of Rutherford. It is about one mile from that station, and all that has been said of that place will apply in a greater or less degree to this. There are, however, two or three noteworthy differences, viz.: It possesses a splendid hotel, and is the site of an extensive bleachery. There is erected here a handsome new depot, situated about a quarter of a mile east of the magnificent new iron bridge that spans the Passaic River. Before crossing which, every train that passes along the Erie Railway is compelled to stop, thereby affording the citizens, and especially the guests of the hotel, most complete and extraordinary facilities for travel to and from New-York.

The **West Rutherford Hotel** occupies the site chosen for a magnificent mansion about 35 years ago by Captain Holsman, and upon which he expended in buildings over \$50,000 in the days of gold. The position is one of charming character. The buildings stand on a high plateau, the base of which is washed by the sparkling waters of the Passaic River. Within 300 feet of the hotel, upon the banks of the river, the owners have erected extensive platforms and a pavilioned dock. The original old mansion, which is of brick and stone, has yearly received extensive additions as the growth of business demanded, until it has reached the dignity of being pronounced one of the largest and best appointed Summer resorts in the county. All the water used in this hotel is pumped up from a mammoth well, which supplies cold, liquid crystal in inexhaustible quantities. The hotel, and the entire "Holsman" lands, are owned by a company of gentlemen who are also New York business men of wide reputation. The lands consist of a splendid tract lying along the banks of the Passaic River, and containing about 160 acres. A large portion of these lands have been thoroughly graded, drained, laid out, and shade trees planted along the streets and avenues.

The entire property is under the management of Mr. A. G. Darwin, 225 Broadway, New York. Mr. D. is a gentleman of broad views and extended experience. He is now selling the lands and furnishing funds to erect houses thereon. The house shown in plate No. 31 has just been completed on one of the plots of this property, in the center of a very pleasant locality. The terms offered to those wishing to locate at this place are such as must certainly prove of substantial value to them.

The Bleachery stands on the northerly side of the railroad, about half a mile from the hotel. It is leased and run by Messrs. Chadwick Bros. It has the advantage of using the purest spring water in the State, although the Messrs. Chadwick are the inventors of a method of bleaching which defies muddy water. This enterprise affords employment to a large number of sober, industrious citizens, who mostly live in a little village further north.

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## PASSAIC BRIDGE.

All who have traveled much will understand the statement that there are few places which seem to possess the charm of appearing pleasant, no matter when or how you approach them. Passaic Bridge, in the experience of the writer, is one of the few. The depot is a commodious, well designed building, situated about three hundred feet west of the picturesque Passaic, at one of its most charming points. The lands near this center rise up high as they recede from the river, affording good drainage and a sunny aspect. A few streets have been properly graded, and a number of houses, equal to the average of those described at Rutherford, have been erected. The values of lots are about the same as those quoted at the last named place, at corresponding distances from the depot. The recently incorporated limits of Passaic City were extended so as to embrace this place and the lands about half a mile further down the river. A short distance up the river, on the west bank of the Passaic, is situated the well-known lumber yards of W. S. Anderson, Esq., where an extensive stock, of all materials required in building houses, is always on hand, and selling at the prices noted in Table No. 1. The proximity of this establishment to the "Bridge" enables builders, and those who contemplate building, to obtain materials or estimates to furnish them, at little trouble or inconvenience.

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## PASSAIC CITY.

Five miles south-east of Paterson, N. J., twelve miles north-west of New York City, and two miles of Rutherford, is situated the pleasant little town, incorporated four years since, under the name at the head of this article. The Erie Railway depot stands on a level plain at the intersection of Bloomfield and Railway Aves., and Washington Place.

The Delaware, Lackawanna and Western Railroad Depot is located on Bloomfield Ave., about half a mile south-west of the Erie Depot, on a high plateau lying between the first and second hills which rise so prominently in that direction. A hundred years ago General Washington left his army, which lay among the Ramapo Mountains, stretching toward West Point, and accompanied by a few of his staff, a battalion of faithful riflemen, and a squad of wary scouts, proceeded to reconnoiter the position of the British army (which at that time occupied the City of New York), and to gather up such information as might be obtainable in that vicinity.

At one period of this expedition Washington's headquarters were established, for a short time, at an old-fashioned, stone, Dutch-gabled dwelling-house, which is still standing near the intersection of Railway and Main Aves., and but a few hundred feet from the Passaic River. Its position was in those days a central one, in the little town known then, and until a few years past, as Acquackanonk.

The days of the old names that, when heard by our fathers, brought to their minds pleasant recollections of friends, scenes of frolic or adventure, have faded, and we, their grandchildren, have advanced to the age of gray hairs; have suddenly and rapidly built up cities where they delighted in



the smallest hamlets; have apparently forgotten that we have a history to preserve, as well as the memory of our fathers to perpetuate, and so have laid ruthless hands on the old land marks. Not content with that wanton desecration, we have torn from our historical scroll of honor the very names which brought to the hearts of those brave old men images that we are making ourselves powerless to recall. Let us pause! and as we look with patriotic thought across the century of our national career, determine never more to allow the changing of names, which belong to the most important period of our country's history.

It is not needful that we should pursue this course of demolition. We are creating thousands of new towns and cities, let us be content to apply to them such names as we deem appropriate and desirable, and by every means maintain and perpetuate our already too few historic names.

**Inhabitants.** Passaic City is among the places to which New York business men have gone with their families in great numbers during the past few years, and its population has rapidly increased from a few dozens to about 5,000.

The healthfulness of the place has proved to be of the best character, especially on the western side of the railway, upon the high rolling lands of that locality. The **Hotels** of this place are few and indifferent in character; although, doubtless, a first-class one erected in a high, commanding position, would be well filled the year round.

The **Industrial** establishments of this city are located on its eastern side, where water-power facilities have been extensively provided by an incorporation known as the Dundee Water and Land Co. A bend in the Passaic River, taking the general form of a horse shoe, made it possible for this company, a few years since, to build a dam across the river a mile or two above and bring through a canal excavated across the heel of the shoe, and for about a mile along the brow of a small ravine, formed by the Acquackanonk Creek—a large body of water, along which several extensive factories and mills have been built, and where many hundreds of men and women find constant and profitable employment.

Among these establishments are a Bleachery, Foundry and Machine Shop, Rubber Works, Shoddy Mills, Cotton Mills, Wire Mill, and Print Works. The means of communication with this center of industry, for freighting purposes, is the Passaic River and Erie Railway. Its close proximity to New York City has caused a rapid growth of enterprise which will, no doubt, continue to the utmost limit of the facilities afforded.

**Institutions.** There are eight churches in Passaic City, and the moral tone of the place, especially the west side, is very good. The sectarian sentiment is divided into one Baptist, one Presbyterian, one Methodist, one Episcopalian, three Dutch Reform and one Roman Catholic congregations. Most of them have elegant houses of worship, and are wielding a power for good in the place.

Two large brick school-houses have been erected within the past five years, which afford ample accommodation at this time, and free public schools of a high grade are maintained in them. There are private schools in the place which are highly spoken of.

The private residences of Passaic are, many of them, very beautiful buildings. Our entire list of illustrations in this work have in that city their representatives in class. The cost of building is not different from that which prevails in Rutherford.

**Real Estate.** A large majority of the business men of Passaic are actively engaged in their different callings in the City of New York, and most of those who are proprietors of the different mills located along, and using the water-power of the Dundee Co., have their stores and headquarters in New York, and visit that city daily.

This of necessity makes the Erie Railway Depot a center of first importance in connection with the local business of a retail nature, and influences the value of the limited number of lots around that center to a very material extent, some of them being valued as high as \$3,000 per city lot (25 x 100 feet).

Railway Avenue is at present the principal thoroughfare, Passaic Street, Washington Place, and Bloomfield Avenue, are looked upon as the principal business streets of the future, and their positions certainly warrant the expectation; the lot values along these streets average \$500 each. Passaic,

Pennington, Bloomfield, Gregory, Paulison, and Lafayette Avenues, are the most desirable for residences, especially within the circle of their contact with each other, where the average value of lots would be about \$500 each, and they are of the best character. Passaic and Gregory Avenues are the leading streets as yet, both with reference to the nature and extent of their buildings. We would refer any who think of locating in Passaic City to Mr. Robert Foulds, No. 95 Chambers St., N. Y. This gentleman is not engaged in the real estate business, but he is interested in the welfare of the place, and is a man of sterling integrity, and knows all about the merits and values of the property there.

**General Advantages.** It would be necessary to know what particular desire or object was aimed at on the part of the person seeking information in reference to any special place, before we could with any confidence venture to advise him what course to pursue. We can, however, by specifying certain characteristics of position, development, or possibilities, indicate the decision which might be wisely made. This city is lighted by gas, supplied with water, and has most of its sidewalks paved or planked. Its resources for manufacture in connection with the Dundee Water Co. should attract those who are on the lookout for increased advantages in that line. As a place of residence for New York business men, it is only excelled in one particular by any place, which is as follows: Rutherford is ten minutes nearer New-York, which would make a difference of 20 minutes a day in the time required to be lost on the trains by the resident, or about 15 days of eight hours' each within a year, which, of course, would be of considerable importance to gentlemen in certain lines of business. The cost of living in Passaic City does not materially differ from that of Rutherford.

**Building Materials** are easily and economically obtained in Passaic City; great quarries of brown stone exist in the surrounding hills, while the low level lands abound in inexhaustible stores of excellent building sand. The extensive lumber yards of W. S. Anderson are located on the Passaic River, near the foot of Railway Avenue, where a well assorted stock of lumber, timber, lime, brick, nails, shingles, posts, and laths, are always on hand at the market price. This yard is one of the oldest and best known in the county, and the owner enjoys a reputation as a merchant and gentleman seldom met with in any city.

**Carpenters' Labor** is readily obtained at the rates averaging as shown in our tables for this place. There are several building firms who have distinguished themselves in their line, among them Mr. Wm. Rushmer has executed some of the most elegant villas and cottages in the city. He was the builder of the splendid French-roof house shown in Plate No. 32. He has been complained of, by some of the rival builders, as figuring his work down to a point detrimental to them, but we have not yet seen that the fact was productive of loss to his customers; his shop was on Main Avenue, near River Street, when we last observed it, but in case it may have been moved to some other quarter, a little inquiry would aid in finding it.

Henry A. Talbert is another of the builders of this city who have made their mark. He was at one time in partnership with another builder; while thus associated his firm built the Dundee School-house, and some of the largest factories in the place. He can be readily found by inquiry or by letter, and is always ready to estimate.

**Plumbing and House Fittings** are items in connection with building that associate with them a great amount of concern. It appears to be exceedingly easy to get a worthless job of plumbing done, and very difficult to get a thoroughly well executed one. In view of these facts we propose to recommend, without fear, the Denholm Brothers of Passaic City. They are plumbers, tin, copper, and sheet iron workers, steam and gas fitters, put up hot air furnaces and pipes, keep on hand a general stock of house furnishing and fitting goods. Their store can be readily found by inquiry, as it is centrally located on Railway Avenue. In all our searching and testing, we have found but few men in their line we could so implicitly trust with perfect confidence.

Among other advantages which a city provided with what is the "modern improvements" should have, may be mentioned the fact that the large number of people thus brought together make it possible for physicians and dentists to locate in their midst, who stand high in their professions. This city enjoys such an advantage, especially with reference to the latter, Dr. Charles

M. Howe, corner Main and Bloomfield Avenues, is not only known in Passaic, N. J., but in many towns along the Erie Railway, as a dentist whom it is pleasant and profitable to patronize.

**Future Prospects.**—No one that has been accustomed to watch the rise and progress of our American towns and cities, especially those which are less than within an hour's ride of the heart of New York, can stand on any of the prominent positions in or around Passaic and not be able to see and understand that less than a quarter of a century will see its present limits filled to overflowing, and find it stretching to meet Belleville on the south, and Paterson on the north.

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## CLIFTON.

Two miles north-east of Passaic City, on a comparatively level plain of the beautiful Passaic Valley, flanked by the Erie Railway on the north-east, and the Delaware, Lackawanna and Western Railroad on the south-west, and in full view of that bold promontory of the Orange Mountains, which stands as a sentinel on the south of the City of Paterson, is located the rapidly increasing village of residence for New York merchants and professionals, known by the name of Clifton. It was projected about 1865, and has a population of over 300. The lands of this locality are considerably less elevated than those upon which the finest portion of Passaic City stands, and are, therefore, not so well drained and aired, but our investigations have shown that the *healthfulness* of the place is about equal to the excellent character of that at the last-named city.

There are apparently no natural advantages in favor of manufacturing industries in the immediate vicinity of this village, and this is probably one of the attractive features it presents to the class of gentlemen who have located their homes around this center. There is one church (Methodist) and a well-conducted public school, both centrally located and well attended, although the churches and schools of Passaic are but a short distance away.

**The Buildings** that are being erected at Clifton would class with plates 5, 11, 12, 17, 28 and 33, and their first cost averages but slightly above that of the same class of buildings at Rutherford, N. J. The extensive lumber yards of W. S. Anderson, at Passaic City, are very largely drawn upon for supplies, in the line of building materials, needed at this place. Stone and sand are found in ample abundance in the immediate neighborhood of the locality where most of the improvements are being carried forward.

**The Future** of Clifton may be seen to gradually rise in importance while looking at the fact that it lays well within the bounds of the most accessible country within an hour's travel of the City of New York.

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## LAKE VIEW.

The above name was given to this pleasant locality because of the fact that from the crown of the lands which gently rise from the Erie Railway toward the north-east, for about half a mile, may be seen that entire body of water, caused by the Dundee Water Co.'s dam across the Passaic River, and known as Lake Dundee. This place was projected in 1869, and soon after a number of dwellings were erected by business men from New York and Paterson. Its growth has been gradual though not rapid; its present population, general character, style of buildings, cost of living and building being about equal to Clifton's. There is a street railroad connecting this place with the City of Paterson, from which it is less than two miles removed, and of which it will, before a score of years pass over it, become a part.



## PATERSON.

Seventeen miles north-west of New York, and connected therewith by the Erie, Delaware, Lackawanna and Western, and Midland Railroads. The city was projected in 1791, has now about 40,000 inhabitants, and is the capital of Passaic County, N. J. Some of its surroundings are the most attractive and picturesque of any within the same distance of New York. At the westerly side of the city stands the bold terminus of the first mountain, at the foot of which the Passaic River sweeps along toward the city, and suddenly leaps into a chasm of over fifty feet in depth, turns off at a right angle toward the south, and rushes through a deep precipitous canon for a few hundred feet, when it again breaks on a sharp angle toward the east, and continues its rapid course through and around the City of Paterson toward the ocean.

**The Healthfulness** of this city does not average equal to that of many cities of as great a number of inhabitants; a fact, however, which cannot be justly attributed to its position, as there are few places of its size which enjoy superior natural advantages for obtaining good drainage, and a pure invigorating atmosphere, but which is traceable to the fact that the enormous manufacturing industries of the place have brought together, in some of the most unfavorable positions, a large number of laborers and operatives, a large majority of whom are of foreign birth and who manage, through the aid of rum, to exhaust their small incomes in other ways than caring for the health and comfort of themselves and families.

**Hotels.** There are a number of very well conducted hotels in Paterson, where the traveler or investigator may find the requisite appliances for rest, food, and repose. Among them are the Franklin and Hamilton Houses, and the United States Hotel.

**Industries.** The natural advantages presented by the Falls of the Passaic River have, by the means of a dam thrown across the river, just above the Falls, been utilized to a very full extent, the result of which is an enormous water-power facility in the neighborhood of which some of the most extensive and well-known manufacturing enterprises in the State are located. Among them are Silk Mills, Cotton Mills, Locomotive Works, Paper Mills, Dying and Bleaching Establishments, Carriage Manufactories, Engine and Machine Shops, and many others, all of which seem to be doing a prosperous business, and afford means of employment for thousands of busy men and women. Notwithstanding the vast gathering together of wheels, belts, lathes, anvils, and the thousands of whirring machines, the roar of which is like the tramp of a mighty army, there is still ample room for scores of other enterprises, and the wonderful natural advantages of the locality, with its railroad and canal facilities for transportation, combine to make it the most desirable point at which to locate a manufacturing business within a hundred miles of New York.

**Institutions.** Paterson is eminently a manufacturing city, and as yet is not the home of any great educational institution, although its public and private schools are ample, and ably conducted. No doubt before many years there will be established there, upon some one of the grand positions which lay on either side of the Passaic above the Falls, such an institution of learning as the place demands, in order to bring it to that high standard which every American city should aim to reach. Churches, banks, newspapers, and benevolent societies, have found generous encouragement in this city, and some of them are among the foremost in the State, while all appear to be in a healthy, growing condition.

**Buildings.** Many of the most expensive and elegant residences of this place are built of wood, although a few are of brick and stone. Broadway is, perhaps, the most fashionable street in the city; it is laid across a high, well-drained position, and is studded with costly villas and beautiful cottages. By far the larger part of the dwelling-houses of Paterson are of moderate cost or pretensions, as the majority of the people belong to the industrial classes.

The average cost of building at this place is slightly below that of any point between it and Jersey City, for the reason that both labor and materials can be economized.

**Future Prospects.** "Honesty, Industry and Sobriety" are cardinal virtues, and the people who emulate them must as surely rise to prosperous greatness as that the people who wink at, and



by their apathy encourage intemperance, reveling and vice, must, sooner or later, decline, and finally sink down into irretrievable disgrace and decay. While we write these truths, Paterson has held out before her a bright, triumphant future, her remarkable natural facilities for manufacture, adjacent mountains of stone, valleys of sand and brick clay, her proximity to New York City, with her lines or railroads and canal communication therewith, combined with her already advanced position as an industrial city, are sufficient guarantees that her future prosperity need not be broken or checked if her people shall be found to be alive to her best interests and present advantages.

There are no comforts in connection with "Home Building," peculiar to cities, that are supplied with gas and water, and have their streets and walks paved, which Paterson does not already possess, while the social tendency of her people surpasses most places of as great a population.

The rich and fertile valley of the Passaic stretches for miles to the south-west, from which pours down, in their seasons, all the varieties of vegetables and fruits which the inhabitants of any city could wish for.

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## HAWTHORN.

The depot, which in all railroad towns and cities is the point from which the distance is taken to the neighboring or distant place on the same line of road, is about two miles by the Erie Railway from Paterson.

It is the center of a beautiful country, and is near the sight of historic events in connection with the early Dutch settlers. It was near this place where the grandfather of one of the most gentlemanly conductors on the Erie Railway narrowly escaped being carried into the British camp as a prisoner of war. It was midsummer, and the then young garrison was, after several hours of hard toil, resting his weary limbs under the shadow of a spreading chestnut, when he was surprised by a foraging party from the British camp. He peaceably fell into line, and continued to accompany his captors for a few hundred rods, when his Dutch blood began to rebel; a disposition aided by the presence of a long wide thicket of briars, elders and shrubs; into this he leaped barefooted, and dashed for liberty with the rush of an elk. When he reached camp, his great brawny feet and legs had the appearance of having just been extracted from a den of wild cats, while his old hat, which had acted as a protection to his bowsprit, looked as if it had just emerged from a shoddy mill.

This place will, before many years, become a part of Paterson, for which reason its future is undoubtedly yoked with that city.

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## SUFFERN.

At this point the Erie Railway, as it now exists, meets the old route, which formerly kept within the State of New York by continuing its course directly to the Hudson River at Piermont. It is 32 miles from New York and 13 from Paterson by way of the Erie. This town has made its principal growth since the railroad passed through it, and has at present about 1,000 inhabitants. It is among the foot-hills of the Ramapo Mountains and near the entrance to a valley of that name. It is a healthy locality, and there are a few very fair Summer **Hotels** located here.

In the days of the Revolution the Ramapo Gap was the thoroughfare by which communication was held between New York City and the Northwestern part of the State. In this locality Washington and his army, with their French allies, at one time spent many anxious months of waiting and watching. There are three churches at this village and a good public school.

**Buildings.** There are no facilities for procuring materials or labor either to build, adorn or furnish a house at this place superior to those places which have already been spoken of between Jersey City and Suffern. There are a number of handsome houses of modern styles which have been erected within the past few years, and there is no doubt that the lapse of a few more years will bring a marked change in this respect.

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## RAMAPO.

On leaving Suffern, the Erie Railway, going west, passes through the Ramapo Valley, amid scenes of beauty and fertility seldom surpassed. At this point, which is 2 miles from Suffern and 34 from New York, the valley is narrowed to what in the distant west would be called a canyon. This place, situated as it is, in the heart of the Ramapo Mountains, is at once healthy and attractive. There are one or two pleasantly located **Hotels** here, which are very popular with their patrons, especially in the Summer season. The chief **Industries** of the place are the extensive works of the Ramapo Manufacturing Co. and the Ramapo Wheel and Foundry Co. These establishments, with others, employ the water power afforded by damming the Ramapo River and turning its forces upon a multitude of turbines.

There are a number of **Buildings** in the town equal to Plates 9, 12, 18 and 24, although the much greater number of dwellings are the cottages of the operators, which present a neat, thrifty appearance.

Ramapo is the center of an iron mining region, which was first brought into prominence a little before the close of the Eighteenth Century, and which has not yet reached its zenith of development. Its future will, no doubt, continue to be identified with those industries for many years, while at the same time its popularity as a place of residence will gradually increase.

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## TURNERS.

This place is well known to all who have traveled the Erie Railway for any number of years. It is 48 miles from New York, and is the point at which the Erie short-cut branches off for Newburgh. Its present population numbers about 300, and the *healthfulness* of the place is at a high standard.

We consider this the extreme point at which any New York City business man should attempt to live, and attend daily to his business in the city. To live here he will be required to devote four hours daily to travel, from his home to his business and return, a time equal to sixty days per year, or two months' constant riding, day and night; and he would, in the meantime, accomplish a journey of over 35,000 miles.

Until within the past few months, this town enjoyed the reputation of possessing one of the finest depots (also a splendid hotel) that was to be found along the entire road, whether it is intended to rebuild it or not (it having been destroyed by fire in 1875) we have not yet positively learned.

**Future Prospects.** Although the time required to reach this town from New York makes it only possible for men of considerable means, or those who are so situated as to be able to devote the necessary time to make the round trip daily, to build up their homes here, and attend to business in New York; yet the place presents many superior attractions to those who can afford such an every-day luxury, and will gradually be sought out by such, improved and beautified as their several tastes shall dictate.

Lying well in the border of the finest farming and grazing lands of the far-famed Orange County; flanked by mountains from whose summits may be seen the spires of many towns and cities, and the glistening waters of the Hudson, it does not require any great stretch of imagination to understand that, if proper attention be given to the matter by those who are now interested in the place, or by any parties who may choose to inaugurate such an enterprise, it will not be difficult to develop Turners into a very popular Summer resort and place of residence about six months in the year.

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## GOSHEN.

In the central part of Orange Co., N. Y., and at that point on the Erie Railway 60 miles distant from New York City, where the Wallkill Valley and the Pine Island branches diverge from the main track, stands this old and flourishing town. It was projected near the middle of the Eighteenth Century, was incorporated in 1809, and its present population numbers 3,000. The length of time that Goshen has been the center of a thriving, vigorous people, has been sufficient to demonstrate the fact, beyond theory, that it is a place of unusual healthfulness.

The fame of the Wallkill Valley, the many interesting and attractive points of resort for fishing and hunting, the elegant private parks, broad shady streets, pure, invigorating atmosphere, and the proverbial good living of Orange County, and especially of this town, have all combined to make it a point of general interest, and a favorite Summer resort for a large number of independent, quiet-loving people of New York and other great cities, and has largely contributed toward the establishing of several good **Hotels**. Goshen has long been regarded as the center of one of the finest dairy countries in the States, and her **principal industries** are connected with her agricultural enterprises. There are, however, a number of manufacturing establishments—among them are carriage and wagon making, furniture and cabinet shops, an iron foundry, a turning shop, and other concerns engaged in various useful branches of manufacture.

**Institutions.** Goshen has had much written of her in reference to the excellent moral tone of her people, and of their disposition to cultivate a high respect for the spiritual and social well-being of all around them. There are Methodist, Presbyterian, Episcopalian, and Catholic Churches, (one each,) in the place, and all seem to be in a prosperous condition.

The schools of this old town are famed for their superiority and numbers. Among them are free or common schools, two in number; a female seminary, which has an enviable reputation of long standing; a graded school, highly spoken of; and a classical school which is competent to polish off whatever of roughness may have escaped the touch of the other masters. There are also two flourishing banks located at this place, and two well patronized newspapers, the "Goshen Democrat," which claims to have been established in 1736, and the "Independent Republican," which claims to have been established in 1788. The former is Republican in its politics, and the latter Democratic.

**Buildings.** There appears to have been a steady, though not rapid, improvement in styles as well as in the quality of the dwelling-houses and other buildings, that have been erected in this town and its surroundings, the past twenty years; and there are now many elegant and beautiful villas and cottages to be met with along its shady streets. The cost of building here is below that of points nearer New York, for the reasons that both materials and labor can be obtained at slightly reduced rates.

**Real Estate.** Few places possess a larger proportion of eligible lots upon which to locate a home, although there are many positions superior to the average, especially upon some of the more commanding elevations. Good building lots can be had, at present, in desirable localities, for from \$200 to \$500 per lot, although many are worth more money. Farms in the neighborhood of Goshen



are worth from \$100 to \$300 per acre, where they can be had, and are a source of great revenue to the provident agriculturalist, which place them, as an investment, among the most desirable. The farmers of the Wallkill and Otterkill Valleys are pre-eminently known as producers of horses, sheep, cattle, butter, and milk.

**Future Prospects.** When the few outlines of facts recorded above are carefully studied, and in connection therewith it is remembered that Goshen is already a large and flourishing town; a railroad center of some importance, is one of the capitals of the county, is the seat of many wealthy and honored people, is surrounded by a country the agricultural resources of which are among the best in the State, and that it has a well established social and moral community; it will not be difficult to see that her future need only to improve and brighten with age.

That class of New York City merchants and professionals, who need only spend one or two days in the week at their places of business, will find Goshen to be a very pleasant and desirable place at which to locate their homes.

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## MIDDLETOWN.

This splendid little city, resting upon a number of small hills and narrow valleys, and surrounded by higher hills and ridges, some of which stretch their beautiful sloping sides considerably above the main part of the city, is 67 miles from New York City, near the center of the western half of Orange Co., N. Y., and at the junction of the Erie Railway and the New Jersey, New York and Oswego Midland Railroad. The first Post Office established in Middletown was opened Oct. 22, 1816, and styled "Middletown." The name of the office was changed to "South Middletown," June 23, 1829; and the original and present name was again applied and fastened Sept. 10, 1849. The village was first incorporated Feb. 10, 1848, and the present number of inhabitants is about 8,500.

The natural advantages have been appropriated, and, in connection with the artificial means employed, the city has been provided with efficient drainage, which has no doubt contributed largely towards raising the average of healthfulness to that high standard we find it now enjoying. There are a number of good Hotels in this city, which appear to be quite well patronized, especially from May until November. Among them is the "Grand Central," which, perhaps, stands as high as any in the estimation of judges, and its charges are reasonable.

**Principal Industries.** One of the surprises we met with upon our first visit of inquiry to this little inland city was the great extent to which manufacturing enterprise has been pushed, apparently without any particular advantages on the part of Nature to favor such a development, save that it be found in the fact that Middletown, like Goshen, has been largely the product of the almost unbroken prosperity of agricultural interests and industries, which has followed the fortune of Orange County for over a century.

Among the manufacturing establishments which are here found occupying immense buildings, and employing hundreds of men and women, are those devoted to the production of Saws, Files, Gloves, Wool Hats, Carpet Bags, Horse Shoe Nails, Founding, Rolling Mills, and Tanning, and a number of other smaller interest, in sundry lines. It would not be surprising to find such an array of producing people in a place where there was great and economical advantages to be had in employing water-power, and in getting cheap freights by using canals or rivers, but to find it in this eminently inland town is clear evidence that it is the outgrowth of local wealth, enterprise and industry.

**Institutions.** Among the many commendable features which present themselves in connection with Middletown, is the manifest interest the people are taking in matters of more vital importance than the production of wealth. While they have been alive to the great value of industry, they have not overlooked the spiritual and mental culture of all classes; so that we find this city is the home of seven churches, a number of free schools, an academy, lyceum, with a reading-room, and in con-

nection therewith an excellent library. The New York State Homeopathic Insane Asylum is located here, and is among the most complete and imposing structures of the kind we have ever examined.

There are four **Newspapers** published in the place, two of which print daily and weekly editions, and one of which is of a religious nature. The "Evening Press" is the oldest daily, while the "Orange Co. Press" is one of the oldest, and is said to be the most influential papers in Southern New York. The "Mercury" is also an influential paper, and said to have the largest circulation of any paper published in Orange County.

**Buildings.** A gentleman of extended travel, observation and experience, once said to us, "show me the houses in which your people live, and I will tell you the exact point to which they have progressed in education and refined culture." To what extent this gentleman may have been able to divine the state of a man's mind by looking at his house, we were, for the want of opportunity, not permitted to demonstrate; but many years' observation has taught us that, when there is a home filled with minds of a high culture, they will shine out through bricks, mortar, clap-boards and paint, and make themselves palpably felt and seen on all their surroundings. Our entire collection of designs in this work are well represented, both in class and style, with a few exceptions, among the dwellings in and around Middletown, and the beauty and elegance of their appearance is in many cases heightened by the pleasantness of the sites upon which they stand. The cost of building at this place, as will be seen in our tables, is at a low standard. Stone is abundant, and bricks are made in the neighborhood.

**Real Estate.** The surface of the land upon which this city is built is much more broken than that upon which Goshen stands, and there is, therefore, a wider difference in choice and value than at that place, although the range does not appear to reach higher. The farms convenient to this point are mostly employed in the production of milk and butter, while much land is profitably devoted to raising vegetables, grain and fruit.

Selah R. Corwin & Co., real estate and insurance agents, Middletown, New York, can be consulted to advantage by any desiring special information in regard to any particular locality, and those expecting, or desiring to locate either lots, or a farm, in any part of the city or county, would not be wise in neglecting to avail themselves of the assistance of this firm, especially as the cost of their help would fall upon the seller.

**Advantages and Future Prospects.** There is no denying the fact that a city already made, improved, beautified, supplied with all the "modern improvements," and paid for, has a decided advantage over that of one in a less advanced stage of formation. This city has attained to that advantage; it is supplied with pure water, and a first-class quality of gas; is in the center of a farming and dairy county, of great productive qualities, which has, and will continue to supply it with the best of living at low rates, and afford it constant means of wealth. The Erie Railway and the Midland Railroad cross each other at this point, which makes it a railroad center of growing importance, and will in the future, as it has in the past, add many streams of wealth and prosperity to this city.

The natural beauty of its position, has attracted many business men of New York City, who have located their homes here and only go to their place of business about two days in the week. The number of this class of semi-independent people will gradually increase at Middletown, and will in the future enter largely into the social element of the place, and materially aid in enriching its architectural features.

## PORT JERVIS.

On the Delaware River, just above the confluence of the Neversink, upon the south-west corner of Orange County, New York, and about opposite the point of intersection of the States of New Jersey and Pennsylvania, is located this favored city. The Erie Railway passes through it, which, in connection with the Delaware and Hudson Canal, form the two great thoroughfares connecting it with New York, from which it is distant 88 miles. The Monticello and Port Jervis branch of the Erie leaves the main trunk of that road at this point. This city was projected about 1825, was named in honor of the engineer of the Delaware and Hudson Canal, Mr. John B. Jervis, and has a present population of over 9,000. Situated as it is in the midst of mountains, and surrounded by beauty and grandeur on all sides, it has proved to be a place of excellent healthfulness, and has attracted so much attention as a place of resort during the Summer months as to have caused several large **Hotels** to spring up in its midst, and others in its neighborhood. The Delaware House is perhaps the most popular, although the American House is about of the same class, the Minisink, Fowler, and Union Houses are good hotels, and are one dollar a day less in their charges than the former.

**Industries.** The Delaware and Hudson Canal passes the plain upon which most of the business town is built, at an elevation considerably above it, affording, by the use of feeders, very great facilities for manufacturing power at economical rates, and of a superior nature.

In consequence of the advantages thus obtained by the use of water-power, extensive Railroad Shops, Glass Works, a Sash and Blind Factory, and other manufacturing establishments are in successful operation, and yet there is room for hundreds of others. The lower part of the peninsula, formed by the two rivers, upon which the major part of the city stands, is devoted to railroad interests.

**Institutions.** There are seven flourishing churches in this city—among them a Baptist, Presbyterian, Methodist, German Reformed, and German Lutheran. The public schools are thirteen in number, and are well conducted; there are also many institutes, some of which enjoy as good reputation as any in the State. Port Jervis is eminently a city of lodges and societies; there are over forty different lodges in the place, and several building and loan associations, which appear to be in a prosperous condition, the latter are conducted on the plan generally known as the Philadelphia plan, and have greatly aided many of the industrious classes in obtaining pleasant, comfortable homes.

**Buildings.** This city possesses advantages over any previously named along the Erie Railway for building cheaply, chiefly on account of its being a lumber mart of considerable importance. The rivers, canal and railroads all aid in supplying the stock of lumber and timber, and the economical power manufactures it at low rates.

Many of the most attractive homes are situated on the streets and roads which wind out along the mountain sides. The nature and quality of the homes erected here are not far short, if any, of those at Middletown.

**Real Estate.** There is a still wider difference of choice, in location and condition, in the lots and farms to be had in and around this city than there is in the two last places spoken of, also within an easy walk from the depot or the shops and factories of Port Jervis, a choice of three States may be had in which to build a home. Prices range from \$200 to \$2,000 in good localities. L. E. Elston & Son are the oldest real estate men in the city, and should be consulted by any wishing to locate lots or farms. They also represent all the best Fire and Life Insurance Companies in the States; their place of business is over the First National Bank, No. 113 Pike Street, Port Jervis. Farm products generally bring as good a price in the markets of this city as they do in New York, and are much fresher than there.

**Advantages and Future Prospects.** As a place of residence it is healthy, and is located in the midst of natural beauties seldom surpassed. Is beyond the point at which a New York business man can reside and attend to his business in that city more than once or twice a week, and that



would require his being absent from home over night, or making a half night ride on his return; but to offset that matter there are many natural and artificial advantages, of which he may take advantage in establishing a business in the place. The native materials to aid in building are lumber, stone, brick and cement. A railroad from the coal regions of Pennsylvania will soon pass through the place, which will add to its industrial pursuits, and the unquestionable advantages it offers as a Summer resort will continue to attract increased number of desirable people to its permanent and periodical citizenship. There are two newspaper offices in the place, and both papers have a large circulation.

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### **LACKAWAXEN.**

This thriving village is located on the southern bank of the Delaware River at the point of its intersection by the Lackawaxen Creek, is on the Erie Railway 111 miles from New York City, in Pike Co., Pa. The Delaware and Hudson Canal at this point approaches the Delaware from down the Lackawaxen Creek, and crosses the river on a wire suspension aqueduct. The Honesdale Branch unites at this point with the Erie Railway; and, although the name of the place is against it, it certainly has many advantages in connection with those great thoroughfares, and its people appear determined to make profitable use of them. The immense supplies of anthracite coal forwarded over the Erie Railway, by the Pennsylvania Coal Co., comes down the Honesdale Branch, and strikes the Erie at this point. There is no doubt but that, in connection with the advantages which may be derived from the great enterprises above named, capital employed in industrial pursuits at this point would yield a rich return, nor but the sober, industrious citizen locating here would find many aids and much pleasure in building up a home.

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### **DEPOSIT.**

This town is at the point where the Erie Railway leaves the Delaware Basin and commences its climb across the great ridge that divides the Delaware from the Susquehanna Valleys. It is 177 miles from New York City, on the western side of Delaware Co., N. Y. It was projected about 30 years since, and has now a population of over 2,000. It is a place of more than average healthfulness, as it is a thousand feet above the sea level, and has one or two fair hotels. There are located here extensive tanneries, and it is a point at which great numbers of cattle are shipped on the Erie Railway. There is also a considerable lumber business carried on here, but not so great as in former years, in consequence of the lands being cleared of their timber and devoted to grazing purposes.

Buildings can be put up at low figures, and a few very pretty dwellings may be seen here. There are two newspapers published in the town—the “Deposit Courier,” Rep., circulates 800; and the “Deposit Times and Democrat,” circulates 480. The future of the town will, no doubt, gradually rise in importance.



## BINGHAMTON.

This city is the capital of Broome County, N. Y., in which it is centrally located at the confluence of the Susquehanna and Chenango Rivers, is on the Erie Railway, distant 216 miles from New York City, and is the terminus of the Albany and Susquehanna, Utica and Chenango Valley, Delaware, Lackawanna and Western, and Syracuse and Binghamton Railroads. It is also connected with Utica by the Chenango Canal. The lands upon which this city stands were first settled by a Mr. Bingham in 1787, who subdued the primeval forests, and projected a town which was first incorporated in 1818, and last in 1868, and has now a population of over 18,000, which is rapidly increasing.

**The Healthfulness** of this beautiful city is not surpassed by any other locality in the State; the clear, swift-running streams with gravel bottoms, and the sprightly atmosphere of the high altitude at which it stands, are natural testimony of the fact.

**Hotel enterprise** has kept pace with the demands of the place, and there are now five that are considered first-class by their proprietors. Among them are the Dwight House, \$3 per day, and the Lewis House, \$2 per day.

**Principal Industries.** The great water-power privileges afforded at Binghamton, by means of the rivers that flank it on the north and south, have been very largely brought into use, and there is at this time a large and rapidly growing industrial business being carried on in connection with the manufacture of machinery, agricultural implements, sash and doors, scales, combs, tobacco, leather, boots and shoes, iron, and many other articles; and there is also extensive founding in operation. Among the greater advantages for the establishing of such a network of industry, is the wonderful facilities afforded by the numerous routes of rail, for bringing in upon this center the vast natural products of the country those routes penetrate and drain; the presence of the almost exhaustless water-power, the natural beauty and healthfulness of the surroundings, and the good climate.

**Institutions.** Wherever we have found the greatest amount of enterprise and the largest proportional number of sober, industrious men and women, busily engaged in producing the hundreds of articles required for the use of mankind, we have never failed to also find the greatest proportional number of institutions, and the best in appointments and standing. Such is eminently the case in Binghamton. There are here 14 flourishing churches, whose edifices cost over a million dollars, and about the same number of schools of the highest character. It is also the seat of the New York State Inebriate Asylum, said to be the largest institution of its kind in the world, and was located at Binghamton on account of the unequalled healthfulness of the place in the State. Dean College, an institute for young ladies, was located here for the same reason. Beside, there are a Medical and Surgical Institute, several academies, a commercial college, and a high school for both sexes. There are in connection with business matters, seven banks, which appear to be well used, and to afford a commendable degree of accommodation to the business community, a thing which cannot be said of all banks.

**Buildings.** Most of the public buildings and institutions of this city are built of brick and stone, and many of them are models of architectural skill and beauty. The principal part of the city has undergone a thorough system of sewerage, the streets and walks are paved, gas pipes laid, and the city lighted by gas. It is also supplied with excellent water, and the dwellings are provided with all the 'modern improvements.' The scope of style and quality of the residences here erected are quite well represented by our collection of plates, although a considerable number of them are brick. The cost of building a home in this city, or in any of its beautiful suburbs, is, as may be seen in our tables, as low as at any point in the State. Almost all materials used to any great extent in building operations are native to the locality; pine, oak, and hemlock lumber is extensively manufactured in and near the place, and shipped in great quantities. Bricks are made at four extensive yards, and stone of an excellent quality abounds. The greater amount of food consumed

by the inhabitants is also produced in the neighborhood, is of the best quality, and sells at a lower average than in New York City.

**Real Estate.** The range of the value of lots in the city, as reported to us, takes a very wide scope, being from \$200 to \$10,000 each; and there is said to be no unsewered or undrained land within the city limits. Much of the suburban property is of the finest quality, and within easy walking distance of the business part of the city. The farms of the surrounding country are mostly adapted to dairy and grain purposes, many of them are of a superior quality, and yield a generous return to the good husbandman. The prices of farms in the locality vary from \$25 to \$150 per acre, depending upon their position and quality.

There are a number of real estate dealers of long standing and good reputation in Binghamton, some of whom should be used by the person desiring to locate either lots or a farm at this point. We have selected the name of Mr. Martin Stone to recommend to our readers who may desire the aid of a thoroughly posted citizen, who has made the business a study and practice in obtaining lots or land in or around this city. Mr. Stone has been engaged in the real estate and building business for over thirty years, has built more than a hundred dwellings and a large number of stores, and is thoroughly competent to advise and assist those who wish either to rent or purchase.

**Advantages and Future Prospects.** As it must be apparent to any careful reader and observer that this city is favored above the most, we will sum up under these heads in a few lines. As a railroad center, it stands among the foremost, and it enjoys extensive water-power privileges. It is the emporium of a good farming country, which also yields minerals and lumber in great abundance. It is the seat of several flourishing institutions; is favored with ample churches and excellent schools; is a locality of unusual healthfulness, and has a large manufacturing industry well established; is drained, severed, supplied with water and gas, and is located in a beautiful country. In connection with the water-power advantages, coal is sold at this point for less money than at any other place in the State, of the same or greater population. Unless the great farming countries around shall refuse to yield an increase, the mines and forests become exhausted, and all the tides of prosperity, which now flow in upon this point, be turned back, its future will develop an inland city of remarkable splendor, and its fame will spread throughout the land.

There are four **Newspapers** published in the place, all of which are well supported. The "Binghamton Republican" has a daily circulation of 1,100, and a weekly circulation of 3,000; the "Binghamton Democrat" circulates daily 450, and weekly 900; the "Binghamton Times," daily, 700, weekly, 850; and the "Democratic Leader," weekly, 1,500.

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## OWEGO.

This flourishing town is a run of 237 miles from New York on the line of the Erie Railroad, is on the north bank of the Susquehanna River, and at the mouth of the Owego Creek, was projected in 1795, and incorporated in 1827; its present inhabitants number about 5,000, and the place is considered very *healthy*.

It is the county seat of Tioga Co., N. Y., and boasts of as elegant and well-appointed county buildings as any place of its size in the State. The **Hotels** are well kept and ample; the Ah-wa-ga House rates are \$3 per day, and the Central House \$2 per day.

**Industries.** Owego was long noted for its extensive lumber trade, a business in which a large number of its people are still actively and profitably engaged. There is also a large amount of capital employed in connection with manufacturing interest of several different characters, among them are woolen, flouring, plaster, molding, and other mills, and, like Binghamton, this city is the center of a great agricultural industry, in connection with which there is a large amount of business transacted yearly.

**Institutions.** This little city is not behind its neighbors in its efforts to advance the moral, spiritual, and intellectual growth of its people. Among its institutions are about 10 churches, ample public schools for its population, an academy, a ladies' seminary, and several private schools of an excellent character; also banks, and three **Newspapers**: the "Owego Times," Rep., weekly circulation 1,900; "Owego, Tioga Co., Record," circulation weekly, 1,500; "Owego Gazette," weekly circulation 1,800—claims to be the oldest family newspaper in Southern New-York, and the only Democratic paper in town.

**Buildings.** The great bulk of materials necessary for the erection of buildings being native to the place, such as lumber, stone, brick, plaster, and lime, and the labor required in the different branches being also at a comparatively low figure, buildings can be put up at a less figure than in New York City (vide under tables).

**Advantages and Future.** From Owego the Delaware, Lackawanna and Western Railroad extends its Cayuga division to Ithaca; also the Southern Central Railroad branches out here for Auburn, which, with the Erie, makes this a railroad center of much present and prospective value to its people. The already well-advanced condition of its industrial interests, the natural beauty of its position, and the prosperity of its agricultural supporters, will continue in the future to attract the home-seeker, and to retain in its midst the coming generation.

Owego is a historical name, and is intimately connected with some of the most charming writings of N. P. Willis, who formerly resided in the western part of the city, at the place known as "Glen Mary."

## WAVERLY.

We call attention to this twin city to Owego, largely from the fact that it is in the south-west corner of the same (Tioga) county; has about the same number of inhabitants, and is, in nearly all respects, a fair counterpart of it. It is about 19 miles further west, on the Chemung River, and is an important railroad center; it is a healthy town, has good hotels, over 5,000 inhabitants, and is doing a prosperous business. It is also the site of a tragic event which occurred in connection with the massacre of Wyoming. Near the depot is the famous Spanish Hill, upon one side of which six Indians camped with three captives taken at Wyoming, who, with concerted action, arose during the night, assailed and slew five of the savages, and themselves escaped to the settlements without injury.

## ELMIRA.

A prosperous and rapidly growing inland city, 272 miles from New York, on the Erie Railway, at the point where it crosses the Chemung River, and near the mouth of Newtown Creek. It is the capital of Chemung County, N. Y., and is the northern terminus of a railroad which passes through the central part of Pennsylvania, from north to south, and connects it with Philadelphia and Baltimore.

It was projected about 1790, and has a present population of 25,000. Located in a fine, well-drained, fertile, well-watered country; within a few miles of some of the most picturesque glens and lakes of the State; enjoying a splendid trade and growing the past few years with remarkable rapidity, it kept up and now enjoys an excellent reputation for *healthfulness*. The **Hotels** of this city are also of a desirable class, and appear to be doing well. The Hathawa House makes a charge of \$3 per day, and the Homestead House \$2 per day.



**Industries.** The rapid growth of this city bears no evidence of a fungus nature, but in every respect appears to have been from a healthy increase of many industries, which created a natural demand for talent and skill in almost every calling of human life. There are now in active and successful operation extensive establishments, manufacturing Boots and Shoes, Iron in many forms, Pianos, and many other articles needful in "Home Building."

Prominent among the **Advantages** for these operations, and the general commerce of the city, should be noticed her railroad connection, and her canals. The Junction Canal from this point extends into the heart of Pennsylvania, and the Chemung Canal to the Seneca Lake. Both of these water thoroughfares cheapen the freights of the incoming and outgoing materials, and manufactured articles of trade.

**The Institutions** of Elmira have attracted the attention of observers and writers in a manner very commendatory of their extent and character. Among them are about fifteen churches, an Academy of Science, which has a fine geological cabinet, and an astronomical observatory; a female college with an ample endowment, and a capacity for accommodating 300 pupils; splendid public school buildings, well equipped, with extensive play-grounds attached, and an attendance of nearly 3,400 children. There are several benevolent societies, a State Reformatory, a water-cure concern, a number of literary associations, several banks, a well-equipped fire department, and several other institutions of different characters. There are seven newspapers and journals published here, including Republican and Democratic sheets, dailies and weeklies, also other weekly and monthly papers, among them an agricultural and a medical journal.

**Advantages and Future.** Elmira is a thoroughly established, modern inland city, with good water-works, and completely lighted with the best of gas, has an extensive commerce, and is surrounded by a great agricultural country which yields it large support. **Building** is accomplished at a low rate of expense, as most of the materials required for such operations are native to the place. Many of the dwellings are of an elegant character, and fitted with all the "improvements."

All the resources of the country surrounding, and accessible to this city, cannot for many years to come approach complete development; her railroads will be extended, mines developed, and thousands of systems of busy machinery will be set to work to make ready, bring in, and manufacture into tens of thousands of ingenious and useful forms the raw materials that will be gathered up. While this goes on, her people and their institutions will continue to multiply and progress.

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## CORNING

Is a beautifully located town on the Chemung River, in the eastern center of Steuben Co., N. Y., of which it is one of the county seats. It is 291 miles from New York City by the Erie Railway; it was projected about 50 years ago, incorporated in 1848, revised in 1852, when it received its present name, in honor of the Hon. Erastus Corning. Its present number of inhabitants is about 5,000, and its healthfulness has proved to be of an excellent average.

**The Industrial Interests** of this place are principally connected with the lumber trade, the manufacture of railroad cars, cabinet ware, carriages, wagons, boots and shoes, brick, lime, and there are heavy foundries and other shops in connection with railroad interests. There is a good proportion of flourishing institutions already established, and others in contemplation; among them are several churches, banks, hotels, printing offices, a court-house, and public schools. The State Arsenal is located here on a hill south of the Erie Railway. The Corning and Blossomburg Railroad opens a communication with one of the finest bituminous coal regions in the State of Pennsylvania. The Rochester Division of the Erie Railway diverges from the main line at this point, and it is also the terminus of the Seneca Lake, Elmira, and Chemung Canal. The buildings are strongly marked by the hand of enterprise, thrift, and taste, and many of them are of an elegant architectural character,

one of the public school buildings being specially prominent. This town has many resources of prosperity and wealth, and will, no doubt, continue to maintain its high standing.

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## HORNELLSVILLE.

This is another flourishing railroad city in the western center of Steuben Co., N. Y., and 332 miles from New York City on the Erie Railway, at the point of intersection of the Dunkirk and Buffalo branches. The principal part of the old town is about a mile from the Erie Railway Depot, although the newer portion is within its neighborhood. The present number of inhabitants is claimed to be about 9,000, and the healthfulness of the place compares favorably with points previously treated of along the Erie. There are several good **Hotels** in the town, and a splendid eating-house at the station.

There are extensive engine-houses, car, and repair shops located here, as it is the junction of three different divisions of the railway. Its **Industrial Pursuits** are not widely different, either in character or extent, to those of Corning. It has a well-established and efficient library association which is said to be among the best in the interior of the State, and which maintains a lecture course on popular subjects every year. There are a number of churches of different sects, banks, newspapers, well organized, well filled public schools, and other schools of superior grade.

The **Buildings** of this town are mostly of a modern estate, and many of them are fine-looking structures. The cost of building is low, and the place is growing rapidly. This point has attracted much attention the past few years, and there is little doubt but that as the broad country surrounding it continues to develop, it will expand its borders and become a more important city.

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## OLEAN,

Four hundred miles from New York City, is located at the crossing of the Buffalo, New York, and Philadelphia Railroad on the line of the Erie Railway, and on the Alleghany River, in the south-east corner of Cattaraugus Co., New York.

The present number of inhabitants is about 3,000; there are several hotels in the town, and it is considered a healthy place. The lumber trade has flourished at this point for many years, and is still an important feature of its industry. It is also the southern terminus of the Genesee Canal, and is the objective point of other railroad enterprises. There are a number of manufacturing interests, and an important trade with the surrounding country. Six or eight churches, ample public schools, a good academy, and a town hall are its prominent institutions. It is a point growing in importance, and the home-seeker would do well to look at it carefully.

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## SALAMANCA.

This point is important from the fact that it is situated at the junction of the Erie Railway, with the Atlantic and Great Western Railway, which from this town holds on a western and south-westerly course, and finally terminates at Cincinnati, Ohio. It is also on the Alleghany River, and is centrally located in the southern end of Cattaraugus County, N. Y., 415 miles from New York

City. Its present population is about 3,000; has an average record for healthfulness, and contains a few good hotels. There are extensive railroad repair shops located here, several factories of a promiscuous nature, a vast lumber trade, and a heavy tanning establishment. There are no very widely noted institutions located at this point, as yet, although there are good public and private schools, several flourishing churches, and a growing disposition on the part of the people to progress.

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## DAYTON, N. Y.

This is another of the towns of Cattaraugus Co., N. Y., on the line of the Erie Railway, about half way, by a direct course, from Salamanca to Dunkirk, and at the point of crossing of the Buffalo and Jamestown Railroad. It has a population of about 2,000; is a healthy place, having a fine, crisp, atmosphere. It has fair hotel accommodation; is engaged in a general commerce with the fine dairy country around it, and handles a large amount of lumber. Some of the best brands of cheese that find their way to New York City are shipped from this point. Its elevation above the sea level is about 1,600 feet, which gives it a mountain atmosphere. Building is executed at a moderate average cost, and the town is in a growing, healthy condition.

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## DUNKIRK.

This interesting town stands on the shore of Lake Erie, 40 miles south-west of Buffalo, at the terminus of the Erie Railway as at first projected, and 460 miles from New York City. It is also on the line of the Lake Shore Railroad, and is the terminus of the Dunkirk, Warren and Allegany Railroad, and cross-cut to Pittsburgh, Pa. It was settled in 1816, incorporated under its present charter in 1867, although its first charter dates back to 1837. Its present number of inhabitants is about 9,000, and, as it is located on an elevated position, thoroughly drained, naturally, and sewered, when required, it has proved to be a remarkable healthy place. It has several good hotels, among them the Erie Hotel, \$3 per day; Eastern Hotel, \$2 50 per day; and the Lake Shore, \$2 per day. It is highly esteemed by some as a place for Summer resort.

**Industries.** Duukirk is a port of entry and commands a large amount of lake commerce, its harbor is partially artificial, having been improved by setting a break-water piering, and is safe and commodious. It enjoys the advantage of being able to open navigation some weeks earlier in the Spring than Buffalo, on account of the ice being driven down the lake by the high winds of that season. The Erie and other railroads are the cause of much lake commerce concentrating at this port. It is also largely engaged in manufacture, and enjoys, in connection with its lake and railroad communications, many advantages for industrial pursuits. Among its productive establishments are extensive Locomotive and Machine Shops, Flouring Mills, Sash, Door and Blind Factories, Planing Mills, Foundry, and other works in connection with the requirements of agriculturists.

**Institutions.** There are several well-sustained churches in this place, some of which have very elegant houses of worship. The schools of the place are well conducted, thoroughly graded, and are the pride of the people. There are also a number of banks, two good newspapers, and a number of benevolent societies in the place.

**Real Estate and Building** are both at a low average. Good lots can be had for \$300, and farms are worth from \$30 to \$100 per acre. The principal farm products are butter and cheese. Brick



are made at this point in great numbers; good stone is in abundance, and lumber is produced in large quantities in and near the place.

The cost of living at this point is also very low; board ranges from \$3 to \$5 per week. To those wishing to locate in this place, purchase real estate, or place insurance, we would recommend Mr. F. F. Driggs, as a gentleman to whom they may apply with great advantage to themselves, especially if they are not personally and thoroughly acquainted with the locality.

**The Future Prospects** of Dunkirk are not so promising as they appeared at the time previous to the withdrawal of the regular steamboat travel, but perhaps of a superior and more enduring nature; her manufactures are gradually increasing, while her growth in population has been of a healthy character. She will in the future become distinguished for her industries, her well-appointed institutions, her facilities for affording employment to her people, and her economical advantages in "Home Building."

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## JAMESTOWN.

Chautauqua Co., N. Y., contains no more promising town than this one, except it be Dunkirk; it is 447 miles from New York City, on the line of the Atlantic and Great Western Railroad, is the southern terminus of the Buffalo and Jamestown Railroad, and at the outlet of the Chautauqua Lake. It was projected about 1820, and has at this time 7,000 inhabitants. There are good **Hotels** in this little city which are reasonable in their charges; among them are the Sir William Johnson Hotel, and the Wemple House, both charge \$2 per day. The *healthfulness* of this place has, through a test of nearly half a century, proved to be of a desirable quality.

**The Industrial Pursuits** of this town are pretty evenly divided between the interests connected with agriculture, railroading and manufacture.

The outlet of the lake affords good water-power, and it has been employed in the manufacture of Flour, Wool, Iron, Implements and other articles.

Among the **Institutions** of the place are seven churches, good public schools, an academy that is well spoken of, a bank, several societies, and three good newspapers.

**The Advantages and Prospects for the Future** of this flourishing town for the purpose of "Home Building," in all its important phases, should not be overlooked. It is surrounded by a good farming country, is an important railroad center, has a number of manufacturing concerns already in active and profitable operation, has good water-power, has already reached the dignity of a city, and has a convenient and ample supply of materials required for building purposes.

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## CORRY.

This prominent town of Erie Co., Pa., is on the Atlantic and Great Western Railroad, 474 miles from New York City, where it is crossed by the Philadelphia and Erie Railroad, and the Buffalo and Pittsburgh Railroad. It has made its principal growth and progress in commerce since 1860, although it had been organized several years previous. Its present inhabitants is about 7,000; it is considered as healthy a place as any in that part of the State, and has several good hotels, the Downer House and the American Hotel being among them.

It is a railroad center of importance, and is largely engaged in refining and dealing in oil, it being the terminus of the Oil Creek Railroad. It is also developing a profitable manufacturing industry, and among the establishments now in full operation are heavy Steam Saw-Mills, Machine

Shops, Tanneries, and others. It contains four churches, two banks, good public schools, and two newspapers. It is surrounded by a country not yet fully developed, and has the advantage of being able to build and live at a low average of cost.

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## MEADVILLE.

This center is the capital of Cranford Co., Pa., is 515 miles from New York City, on the line of the Atlantic and Great Western Railroad, and is the point at which the Franklin Branch diverges to the south-east. It was incorporated in 1823, and has at present a population of 1,200; it is desirably located on the banks of French Creek, and its people enjoy more than the average good health. There are six or seven hotels in the place, and their charges per day range lower than the average for such houses.

**Industries.** The country which lies around Meadville is populous and fertile, and yields annually large amounts of grain, butter, cheese, hay, live stock, and other products; beside which there are great quantities of oil and lumber shipped from this point. Aside from the commerce and manufacture directly connected with the agricultural interests of the country, there are a number of Paper-Mills, a Foundry, Edge Tool Works, Oil Mills, and other industrial establishments in the town.

**Institutions.** A little north of the town, upon a prominent rise of land, stands Alleghany College. The County Court-House is a prominent and handsome building. A State Arsenal is located here, which both adds to the structure and industries of the town.

There is an academy and a school of divinity located here, while churches and good public schools are also noticeable features. There are also banks, and three newspapers located here: The "Meadville Republican," daily circulation, 700; weekly, 2,000. The "Crawford Democrat," circulation, 700; the "Crawford Journal," circulation, 1,704.

**Advantages.** The lands in the vicinity of this city are good, and can be had at from \$30 to \$60 per acre; lots are worth from \$50 to \$1,000 each, and buildings can be erected at the rates indicated in the tables. The place is making a steady increase in wealth and population, and appears to have a prosperous future before it.

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## CLEVELAND.

This splendid city is the metropolis of North-Eastern Ohio, is a port of entry on the south shore of Lake Erie, and is the capital of Cuyahoga Co., Ohio. It is located at the mouth of Cuyahoga River, which forms a safe though rather contracted harbor; it is the northern terminus of the Cleveland, Columbus and Cincinnati Railroad, Cleveland and Pittsburgh Railroad, the Mahoning Division of the Atlantic and Great Western Railroad, and is on the line of the Lake Shore and Michigan Southern Railroad. It is 626 miles from New York City, 244 miles from Cincinnati, and 183 miles from Buffalo by railroad.

This city stands on the lands first settled of any in the county of which it is the capital, it was projected in 1796, has steadily increased in importance and population, until it now numbers 125,000, which is double that of ten years ago, and is the second city in size on the shores of Lake Erie, or in the State of Ohio.

Cleveland stands on high table lands, which average 150 feet above the Lake-level, are underlaid with gravel, and roll back to higher elevations toward the eastward. It is divided by the Cuyahoga River, which makes several easy curves, affords a great length of dockage, and adds much to the

picturesqueness of the city. On the north-west lies the broad and beautiful lake, over which comes sweeping, from hundreds of miles, the delightfully cool refreshing breezes of Summer, and the sharp biting winds of Winter. It is naturally well-drained, and has a thorough system of sewerage, which completes its sanitary arrangements, and altogether combine to make it one of the most *healthy* cities of its size in the world.

**The Hotels** of Cleveland are commensurate with its size and character, and are well kept. The charges of the Kennard and Weddell Houses are \$3 50 and \$3 per day, the American House \$1 50, \$2, and \$2 50 per day, the Birch House and Cleveland Hotel \$2 per day each.

**Industries, Institutions, Prospects.** What we shall have to say in connection with the subjects which belong to these headings will of necessity be but skeleton outlines of what might be said or written of them. Cleveland is another one of those splendid centers of commerce, mechanic industry, art, and civilization, which has already won such fame as to be a word of praise in the mouths of all who have cared to give any considerable study to the history of the times, and progress of American enterprise. The Lake is a thoroughfare by which great quantities of the products of mines, forests, and agriculture are sent into this port. In connection with her maritime commerce, she has become a shipbuilding port of wide reputation, and employs hundreds of skilled men in constructing vessels, not only for use on the Lakes, but also for service along the American coasts and for foreign waters.

Many railroads converge upon this point, which stretch far and wide into the States of New York, Pennsylvania, and Ohio, and over which thousands of tons of iron, coal, lumber, grain, live stock, wool, and many other products are yearly drawn by the enterprising arms of manufacture and commerce into the hundreds of warehouses and busy factories of the place. There are also canals tributary to her industries, one of which connects the lake with the Ohio River, and adds its capacities and facilities for transportation to the great labor producing means and manufacturing resources, both natural and artificial, which have sprung up at this place, and are yearly reaching out toward a marvelous growth. Among the most important manufacturing establishments are those connected with the preparation of iron in all its varied forms, there is a great amount of capital employed in this line, and a large number of works in vigorous operation. The manufacture of refined petroleum has also reached a very prominent position, and it is claimed for the factories of Cleveland that they are second in extent and quality only to those of Pittsburgh, Pa.

There are extensive mills and factories employed in the production of Agricultural Implements, Boilers, Machinery, Wooden Ware, Paper, Barrels, Furniture, Flour, Woolens, Worsteds, Railroad Cars, Sulphuric Acid, Marble, Whitelead, Grindstones, Gas and Coke, Leather, Boots and Shoes. There is also a great amount of beef and pork packed here annually, and immense quantities of lumber handled. The great fertile country known as the Western Reserve, affords for the commerce of Cleveland large amounts of butter and general produce, and is among her best customers for the purchase of her manufactured articles and general merchandise. It is not needful that we attempt to point out and trace the causes that have combined to produce this wonderful growth and accumulation of industry; it is sufficient to know that the forces which have brought it about are still operating and efficient, and the fact that these great operations have been, and are yet yielding wealth and prosperity to those concerned, is an unanswerable argument in favor of their advantages, and the prospect of greater growth in the future.

The institutions of Cleveland have kept pace with her manufactures and commerce. Many of her church edifices are among the most elegant architectural piles in the States, while her schools, libraries, colleges, hospitals, halls and depots are as widely known as those of any city in America.

The future prosperity and fame of the "Forest City," must be measured and computed by the scale upon which she has founded her hopes, laid out her plans, and thus far perfected her schemes.

The men who located their homes on this eligible site more than a quarter of a century ago, cast in their genius, skill and fortunes to the purpose of developing a town, and eventually a city, in which it should be a delight, and pleasant labor for themselves, their children, and the stranger who might come within their gates, to engage in the otherwise arduous task of "Home Building," have left tangible evidences of their depth of foresight, and of the generous breadth of their ideas



of comfort, beauty, and healthfulness. They laid out the streets and avenues of their future city, on the grandest scale that men are found to adopt under such tests. They were not parsimonious of their lands, but gave to their streets an ample width, making many of them 100 feet wide, and the prominent ones 125 feet. They studded them with elms and other trees, and, as necessity dictated, sewered and paved them. They laid out and beautified public works, erected good stores, warehouses and shops, and built themselves dwellings, conspicuous for the taste of their designs and the beauty of their surroundings. They gave early and careful attention to their moral and social interest, and did not neglect their spiritual wants. They devoted themselves to the best and most thorough system of public, free school education, and fostered in their midst schools and colleges of science, medicine and art; and, when their town leaped into a city and finally grew to be a wonder of beauty, they did not supinely sit down content to behold and gloat upon the products of their efforts, but like the eagle that in mid-heaven lifts his eyes, and beholding higher up the silver-lined clouds, nerves himself for the task, and soars away to bathe his pinions amid their liquid crests, they pressed forward, and their successors following in their footsteps, improving their plans where possible, and never allowing any opportunity to benefit their commerce, manufactures, institutions, charities or streets to escape their notice, they have brought their city to an enviable position of splendor and beauty, and made it one of the most desirable in the land in which men may engage in their life work of "Home Building."

That Cleveland will continue to follow in the course which has thus far obtained for her pre-eminent success, it would be reasonable to suppose; and in so doing it would be no less reasonable to expect that her future will eclipse her present glory, and that she will continue to be one of the most inviting cities in all our list, in which sober, industrious, Christian Americans, of any trade or profession, may locate with hopeful assurance that their life-work will have a prosperous and useful course.

Those who are interested in keeping up the supply of dwellings for the increasing population, keep the probable demand well in hand, and there is at all times a fair supply of houses from which to choose, and for which such rents are not demanded as would be likely to drive the seeker from the city. All the necessities of life can be had in Cleveland at prices as low, and in some cases lower, than is demanded for like articles in New York City.

To those who may desire to investigate the advantages which Cleveland might offer to them, to induce them to make it their place of abode, more closely than it is possible for us to afford them in our necessarily limited space an opportunity of doing, we would recommend Messrs. Carlton & Lee, General Insurance Agents, Cleveland, Ohio. These gentlemen are not, to our knowledge, engaged in the real estate business, but are prepared to place insurance on buildings and goods, in good and reliable companies, at the best rates compatible with sound business principles, and are competent to give reliable information or advice in reference to any special subject bearing upon any of the matters of which this article has briefly spoken, or of any subject in connection with Cleveland, either commercial or social. For cost of building, &c., see tables.

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## AKRON.

Six hundred and fifteen miles from New York City on the lines of the Atlantic and Great Western Railroad, the Cleveland and Zanesville Railroad, the Ohio and Pennsylvania, and the Ohio and Erie Canals, and on the banks of the Little Cuyahoga River.

It is another one of the remarkably prosperous cities of the "Western Reserve," is the capital of Summit County, Ohio, and stands on the high elevation of over 400 feet above the level of Lake Erie. It was projected in 1826, and shortly after the Ohio and Erie Canal was completed to this point, but was not finished to its southern terminus until 1832, during which year other canal

connections were made, and the town began its forward movement. In 1841, the county located its capital at this point, from which time Akron became the most important town in that part of the country.

Not long after its becoming the county seat, railroad enterprise began to infuse new and different life into this already busy place, since which time it has made rapid strides in the multiplication of its population, and now claims for its inhabitants the number of 17,000. The attractiveness of this city is highly spoken of by those who have inspected it—its position being remarkably elevated for a comparatively level country, and drainage of the best quality, it has proved to be a very *healthy* and desirable place in which to locate a home. The best **Hotels**, at either of which the weary seeker may find rest and refreshment, are the Empire House, \$2.50 per day, and the City Hotel, \$2 per day.

**Industries and Advantages.** The river and canals have been caused to combine in affording water power of great capacity for the use of mills and factories as a motor. The canals and railroads present every desirable feature of economy and speed for the purpose of gathering in supplies and transporting to all parts of the country or the world manufactured articles or partially prepared products and objects of commerce. In this vicinity exists those great beds of mineral material which is ground in oils and prepared as a fire-proof paint of superior quality and durability, and is sold and shipped in every direction. The farms of the country are noted for the production of wheat, butter, cheese and other produce which is gathered into this point, consumed or shipped in large amounts.

In connection with mechanical industry, extensive and well-known factories, mills and shops are engaged in the production of Mowers and Reapers, Knives, Rubber Goods, Chairs, Rakes, Iron, Stoves, Flour, Oatmeal, Pearl Barley, Fire Brick, Sewer Pipe, Building Materials in general, and many other articles of farm and household use.

**Institutions.** The moral and religious tone of Akron appears to be of a desirable character, and there are well-sustained churches of all the leading denominations, except the Methodist.

The common schools are a feature of which the people take great care and pride, and are the result of what is known as the "Akron School Law." Buchtel College, a large and flourishing institution of great dimensions, is located here, and there are also the usual proportion of benevolent societies and other associations.

**Real Estate** is commanding good prices, though not higher than the average for such places. The lands are of a superior quality and well drained, as the city is spread out over seven or eight hills and well drained to the river. The farmers in the immediate locality are principally engaged in raising wheat, corn, oats, barley and rye.

**The Native Materials** for building are lumber, stone, brick, and paint, and the character and cost of buildings erected here compare favorably with the average of those places we have previously treated in detail.

**Future Prospects.** The people of Akron look forward with the intention of making this city one of the first in the State, they have remarkable facilities for manufacturing extensively and economically; have the best means of inland transportation; an industrious, thriving, enterprising, determined, public-spirited people, and a fertile, heavily-populated country around them. Among the wants expressed by those who are best informed, and which cannot long be kept from a people who are anxious to promote the best interests of the city, in which they are bending their energies to render more successful the great work of "Home Building," is another hotel which shall be superior in class to any now in the place, good and cheap gas, and water-works which shall be at once ample in its capacity for the growth of half a century, and organized on the best model.

**The Cost of Living** is at low average, which may be readily understood when it is remembered that there is a generous supply of all farm products, and a lively competition always maintained in the place.

There are six newspapers published in the city, including dailies and weeklies: The "Beacon," Republican, having the largest circulation, and the "City Times," Democratic, ranking second.

There are also good banks which afford ample accommodations in their lines. Insurance com-

panies are well represented in Akron, and there are a few dealers in real estate, among them Ruggles & Warren, who would cheerfully answer any inquiries with reference to their line of business. Among the life insurance people, J. Matthews & Son are the agents of the Mutual Life Insurance Co. of New York, and are also placing lives in other good companies, are men of much experience and high standing in their business, are well-informed with reference to the city and its surrounding country, and would cheerfully afford any detail information desired by the seeker, which could be relied upon as trustworthy.

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## MANSFIELD.

We could not justly leave this little city out of our list. It is on the line of the Atlantic and Great Western Railroad, the Pittsburgh, Fort Wayne, and Chicago Railroad, and the Sandusky, Mansfield, and Newark Railroad, is about the center of Richland Co., Ohio, of which it is the county seat, and is 682 miles from New York. It was projected in the early part of this century, and was laid out in the midst of a vast forest of oak, ash, beech, maple, and walnut timber, which rapidly yielded to the stroke of the ax and fire of the pioneer's torch, and the farms when brought under cultivation proved to be exceedingly rich, which suggested the name for the county. The **Inhabitants** now number over 10,000, and the town, standing on a high, airy, well-drained site, is as healthy as any of the towns of its size in that part of the State. It records five **Hotels**: The Wiler, Tounley's, and St. James Hotels charging \$2 per day, and the European and Atlantic Houses, \$1 50 per day.

**Its Industries** are mostly of a commercial nature in connection with the fertile and thickly populated country of the county. There are some manufacturing enterprises at work, however, and much activity in connection with the railroads.

**Its Institutions** are a prominent feature of the place, especially its churches, of which it possesses about a dozen. Its public schools, like all the Ohio towns and cities, are the pride of parents and tutors, and are ample in number. It has also schools of higher grades, and will, no doubt, soon become the home of a flourishing college. There are benevolent and literary societies, State and National Banks, and other institutions of a useful nature. Its Court-House is a neat, suitable building, although it will, no doubt, be replaced with one of a more pretentious character before many years. Many of the dwellings are exceedingly neat and pretty, and are surrounded with grounds, evincing much study and taste in landscape effect. The cost of building is not of a high rate, as may be seen in the tables, and there is a decided desire to improve in style and quality manifested. There are four newspapers supported in the place, all well sustained, having an average circulation of about 1,200.

**The Future** of this beautifully located little city will, no doubt, be a bright one, and the chances are that he who locates his home in or near it will, by persevering, honest industry, meet with the reward of rich success.

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## MARION

Is the county seat of Marion Co., Ohio; is on the line of the Atlantic and Great Western Railroad, and the junction of the Cleveland, Columbus, Cincinnati and Indianapolis Railways; is 717 miles from New York, and about 45 miles north of Columbus, Ohio.

It was projected over fifty years since, being laid out in 1821, and has a population of about



4,000. Marion County forms part of the water-shed between the sources of the Sciota and the Sandusky Rivers, is well drained, and its capital is considered a healthy town. The Kerr House charges \$2 per day, and the Exchange and National Houses, \$1 50 and \$1 per day.

**Its Institutions and Industries** keep pace with each other, and both are making a steady growth. There are five or six churches, good schools, banks, a Court House, and two newspapers—the “Marion Independent,” circulating about 1,000; and the “Democratic Mirror,” circulating about 1,200; the former being Republican and the latter Democratic.

The buildings erected here are some of them very creditable architectural piles, and many of the dwellings are pleasant, modern-looking houses. Most of the buildings are frame structures, although there are several good stores and other buildings of brick and stone. (Compare costs in the tables.)

**The Advantages and Future Prospects** of this town are intimately yoked with the rich farming country of which it is the commercial center, and the active railroad interests with which it is connected, and will, no doubt, continue its steady progress toward the dignity of a populous city.

## URBANA.

This central Ohio town is the capital of Champaign County, Ohio, and is beautifully situated on the Atlantic and Great Western Railroad, the Sandusky, Dayton and Cincinnati Railroad, and has other railroad connections. It is 766 miles from New York, and 95 from Cincinnati. It has a population of 6,000; is considered as healthy as its neighboring county towns, and has a few tolerable fair Hotels. This is another of the towns of Ohio which draws its prosperity from the remarkably productive country around it, and its **Principal Industries** are in connection with the farming interests, although it is engaged in manufacturing to some extent. It is a railroad center of importance, and carries on a large commerce with other points through that medium. There are seven churches, good schools, a college of a sectarian nature (Swedenborgian), three banks, three newspapers, and a neat Court-House among its institutions.

A foundry and a woolen factory are the leading mechanical enterprises. The first house built in this town was erected over seventy years ago, and the place has steadily made yearly increase ever since. It is in a healthy condition, commercially, and will, judging from the past, and what appears to be the spirit of the people, continue to improve in wealth and importance during the next half century as it has in the past. The cost of living, and “Home Building” in general, is on an economical scale.

## SPRINGFIELD, OHIO.

Located in the heart of Clark County, of which it is the capital, its position, beauty and importance are only second to the city of Akron, which we have already described, and which is passed by the same great national thoroughfare, the Atlantic and Great Western Railroad. It is also on the lines of the Cincinnati, Sandusky and Cleveland; the Cleveland, Columbus and Cincinnati, and a branch of the little Miami Railroads.

This city was projected in 1803, became the county seat early in the history of the county, and has made a steady increase to a population of over 16,000. The general character of the country surrounding, and the site of this town, are of a level nature, although the drainage is ample for sanitary purposes, and the place is considered as *healthy* as the average of central Ohio towns. There

are ample Hotel accommodations in the place; the Lagonda House charges \$2 50 per day, and the American House, \$1 50 per day.

**Industries.** The Mad River and Laconda Creek unite on the north-westerly side of the old part of the town, and have a course with sufficient fall to afford very fine water-power privileges which has been fully improved, and there are now extensive Mills, Factories, Foundries and Machine Shops in active operation. Among the more important operations is the production of Flour, of which the Springfield brands have a wide reputation. The Turbine water-wheel is manufactured at this place, and has acquired a reputation as wide as any machine ever invented for the purposes it serves. The agricultural implements manufactured here are also of the best quality, and the Springfield reapers and mowers are seldom, if ever, excelled. There are also mills manufacturing Paper, Woolens, Cotton Goods, and a variety of machinery and other articles.

**Institutions.** The beautiful, industrious city of Springfield has not in its onward march to wealth and greatness, forgotten or left undeveloped the higher life of its inhabitants, without which no place or people can ever attain unto true and permanent greatness. We find here ten well supported churches, representing the leading evangelical denominations, the Lutheran taking the advance—which has a college (Wittenberg College) at this place, situated on the westerly side of the city, and surrounded by spacious grounds, through the paths of which, shaded by towering forest trees, we remember to have walked with feelings of awe and wonder as we contemplated the fact that, little over half a century ago, this seat of civilization and intellectual culture was locked in the fastness of an unbroken wilderness, and was the home and native place of the notorious Indian chief, Tecumseh; and how that his hands of red braves defended their hunting grounds never so stoutly, but, alas! they disappeared before the advancing pale face like the snow flakes of July from before the rod of Sol; and since, long years, the hills, rocks, and rivers that were made to frown at their hideous shrieks for blood and vengeance, have peaceably listened to the songs and prayers of a Christian people. There are ample and well-appointed public schools, a popular seminary, public libraries, a lyceum, banks and other institutions of a social, religious, and commercial nature flourishing in this city, and beside these are the following newspapers and periodicals prospering in the place: The "Springfield Republic," established 1819, circulation daily, 850, weekly, 1,500; the "Springfield Advertiser," Republican, circulation, 300; the "Springfield Gazette," circulation, 700; the "Springfield Journal," German, circulation, 844; the "Springfield Transcript," Democratic, weekly, circulation, 1,000; the "Grange Visitor and Farmers' Monthly Magazine," circulation, 4,000; "Leffel's Illustrated Milling and Mechanical News," monthly, circulation, 7,500. With this array of press helps it is not difficult to see that the people of Springfield and Clark County are a thinking class.

**Buildings, Advantages, Future.** There are good proportion of well-built stores, dwellings, and other buildings in this city, some of which are of superior elegance. The majority of the buildings are frame structures, although many are of brick and stone, both of which are, with lumber and lime, native to the place. (To compute costs see tables.) The general advantages of this city are to be found in the fact that it is the center and county seat of a rich, populous, highly cultivated county, from which it derives a large and profitable commerce, and into which several macadamized roads penetrate in as many directions. It is a railroad center of about the third magnitude, and is thereby enabled to send to all points its surplus manufactures, and to push forward its commercial enterprises. Its future will continue to develop greater resources and culture, and it will, no doubt, be among the foremost cities of the State at the end of this century.

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## DAYTON, OHIO.

South-Western Ohio is a region of almost unsurpassed fertility of soil, industry, thrift, and culture of people. Its great cities and large towns are, many of them, marvels of elegance and

splendor of architecture, while their situations are remarkable for the beauty and charm of their character. Second among them all stands Dayton—Cincinnati being first. This attractive city is 801 miles from New York, and 60 miles from Cincinnati, by way of the Atlantic and Great Western Railroad, and is on the line of five other railroads which connect it direct with the east, west, north, and south. It is on the eastern bank of the Great Miami River at the confluence of the Mad River. It is on the line of the Miami Canal, which was one of the first enterprises that gave the place a considerable impetus of growth. It stands in the midst of an exceedingly fertile, rather level country, near the center of Montgomery County, of which it is the capital. Dayton stands upon a situation naturally suggestive of a city, it was first settled in 1796, and was incorporated as a village in 1805, but did not make any great progress until 1830, when, after the completion of the Miami Canal from Cincinnati to this point, different industries began to spring up here, and its numbers increased more rapidly.

After 1850 it began to form railroad connections, since which time it has marched with a bold and rapid stride to its present advanced position, and now claims a population of 45,000 remarkably industrious and thriving people. The *healthfulness* of this city has proved to be of a very superior character, and great efforts have been put forth to maintain its high standing in that respect.

**Hotels** are abundant in the place and some of them are of a high character; the Becket House, makes a charge of \$3 per day, and the Merchant's Hotel, \$2 per day.

**Principal Industries.** The great Miami and Mad Rivers have been improved in such a way as to afford to the manufacturing people of Dayton almost unlimited water-power of the most convenient nature. The water of Mad River is by a hydraulic canal brought through the city, and there are located along these means of propelling machinery, immense factories and mills. Prominent among them are those that manufacture railroad cars, and at these shops are turned out the best designed, most elegant and substantially built cars in the country; we doubt if there are any who have traveled to any extent on palace cars and sleeping coaches, who have not remarked the superiority and beauty of the Dayton cars. Then there are extensive Cotton and Woolen Factories, Paper Mills, Oil and Flouring Mills, Molding and Planing Mills, Manufactories of Hollow Ware, Stoves, and Agricultural Machinery and Implements, Foundries and Machine Shops, and in fact, almost every article of household, farm or shop use, is made here in great quantities and shipped to all parts of the world, beside the commerce of this city with the country around it is of great importance. At this point is found a fine white marble, and an excellent limestone, both of which are extensively used for building purposes here and in Cincinnati.

**Institutions.** The public buildings of Dayton are as noted for their elegance and magnitude as are its manufactories for their extent and superiority. It contains about forty churches, which is more than is in any other city of its size we know of; many of them worship in splendid stone buildings that are remarkable for the beauty of their architecture. They represent all the leading denominations. There are seven or eight well-organized public schools, the Cooper Female Academy, a large institution, which is well known and in a flourishing condition, and other good schools, of a private nature. The Court House at this place is a building of remarkable elegance, and has elicited much praise. There are several banks and insurance companies in this city, and twelve newspapers and periodicals published here, all well supported; six of which are of a religious nature, and two are German. The central national soldiers home is about four miles out of the city.

**Advantages and Future Prospects.** By way of the canal, the merchants and manufacturers of Dayton have cheap freights to all points from the Ohio River at Cincinnati to Lake Erie at Sandusky, and down the Wabash Canal, with all its connections, through Central Indiana, and by way of the Lakes, the New York and Erie Canal to New York City; while her mass of railroads gives her ready and rapid access to all points where railroads touch.

There are, beside, twenty-six macadamized roads running from this city in all directions, which give the farmers good wheeling at all seasons to bring in their produce.

Building can be executed at a low rate of cost at this point, and the private residences of the place are of a remarkable elegant class, many of them surpassing any we illustrate. The streets are laid out regular, are mostly 100 feet wide, and are at right angles to each other. There are



many of them set with fine shade trees, and also many of the private residences have beautiful grounds around them. We cannot look upon such a picture of human skill, culture, perseverance and industry, as stretches up before us at this city, without contemplating for her a future of a grand and beautiful nature.

What she has done, and what her present, vast, roaring machinery is doing to gather in wealth, teach a great and grand lesson of industry to her coming people, and to make sure her position among the cities of America is certain to succeed, and her institutions are training her young men to hold fast their success when they shall obtain it.

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## HAMILTON.

This is another flourishing city of the great Miami Valley, and is divided in two sections by that river; is the county seat of Butler County, Ohio, one of the most fertile and thickly populated counties in the State; is 836 miles from New York City by way of the Atlantic and Great Western Railroad, which passes through it, and 25 miles north of Cincinnati. The Cincinnati, Richmond and Chicago and the Cincinnati and Indianapolis Junction Railways center at this place. It is also on the line of the Miami Canal.

In 1853 the present charter of Hamilton was granted, when it was made to include the town of Roseville, on the western bank of the river, and the present city lies on both sides of the river. About twenty years since a hydraulic canal was perfected at this city, since which time extensive manufacturing and milling interests have sprung up, and the place has rapidly increased in population until it now numbers 15,000 inhabitants. The healthfulness of the place stands at a fair average with other large towns in that part of the State. It has a few hotels most of which charge \$2 per day.

**Industries.** The great wheat and corn growing region of the Miami Valley, yields this city many sources of revenue and contributes largely to its general commerce. The factories and mills that are advantageously employing the water-power secured by the hydraulic canal, are mostly engaged in grinding flour, making paper and agricultural implements. There are also Woolen Factories, Iron Foundry and Machine Shops, Planing and Molding Mills and other works.

**Institutions.** This city being the seat of justice of the county in which it stands, it contains the Court-House, which is a very creditable building, and all other county buildings and institutions are in or near it. There are also about twelve churches, two or three banks, good public free schools, quite an array of benevolent and other societies, and three newspaper offices.

**Future Prospects.** The advance this city has made in the various pursuits of a highly civilized people, the condition of its industries, the advantage it possesses for maintaining and extending them, the excellent appearance and character of its dwellings and other buildings, with the economical means it possesses for erecting them, the great richness of the country surrounding it, with the facilities it possesses for commercial intercourse, all combine to inspire the idea that Hamilton will continue to progress.

## CINCINNATI.

Centrally located in a vast, fertile, densely-populated region of country, which embraces the best and most beautiful parts of Ohio, Indiana, and Kentucky, on the northern bank of that splendid watercourse known by the aborigines of the country as the "Beautiful River," and in the southwestern corner and county of Hamilton of the State of Ohio, is situated this splendid metropolis of the greatest agricultural and industrial section of the immediate west, which is contained in the circle of a radius of about 150 miles.

It is 861 miles distant from New York City by way of the Atlantic and Great Western Railroad, which runs its sleeping-coaches through to this point, is 785 miles from New York City by the Baltimore and Ohio Railroad, which requires one or two changes, and is 757 miles by the "Pan-Handle Route," which runs the Pennsylvania, and the Pittsburgh, Cincinnati, and St. Louis Railroad. Cincinnati is also the objective point of many other railroads from the north, south, east and west.

In 1788 a village was projected and a few log-houses put up, under the protection of a large log block-house, which stood in the center of a plot inclosed by a palisade, situated on the bank of the Ohio River, about opposite the mouth of the Licking River, and known as Fort Washington. The little colony struggled with the towering forests and prowling savages, at times almost vanquished, and making such tardy progress toward building a town, that in 1805, when Archibald Edwards (the grandfather of the writer), arrived at the place with his teams and goods, there were but a few dozens of log and frame houses, an indifferent store or two, a blacksmith shop, and a small frame meeting-house opposite, which stood a short distance above what is now Main and Third Streets, and not over 800 souls in the neighborhood. The place at that time could not boast of a tavern, and the emigrant referred to camped under the spreading arms of a massive walnut tree, which stood on the second plateau, not far from the present Main and Fifth Streets. About 1812 steamboat navigation commenced on the western rivers, and although it was of a primitive character, it soon began to inspire this remarkably favored spot with the wild vigor of aspiring life, and in a few more years it was the great mart of the west, building and running more boats than any other of the many towns on the Ohio and Mississippi Rivers. Steamboat enterprises, including the building of boats and the navigation of all accessible rivers for the purpose of passenger and freight carriage advanced with remarkable rapidity, and was carried to its highest perfection during the first half of the present century.

Cincinnati threw great energy into this and kindred branches of industrial and mercantile commerce. Canals were extended from this point to the great lakes, and branches of them sent off into Indiana. Macadamized roads were constructed from here far into the interior of the three States near at hand, in all directions; and when railroads began their work of revolutionizing the commercial systems of the country, this people were not backward in the work, but gave their aid and co-operation generously to the new enterprise.

While these more strictly commercial developments were in progress, there sprung up in this place, somewhat as a matter of necessity, in order to meet the demands born of the wants of the people in their various pursuits, and rolled in upon this city from all directions, hundreds of factories, mills, foundries, shops, lumber and boat yards, warehouses and stores, and there flocked to it as many thousands of vigorous, industrious, and enterprising merchants, mechanics, and speculators; so that before the century had three-quarters sped away, Cincinnati, which began it with a handful of wood-choppers, farmers, and small tradesmen, has expanded to vast dimensions, and stands calmly forth, a splendid metropolis, possessing **Inhabitants** numbering over a quarter of a million.

**Position and Healthfulness.** This city stands on a high, semi-circular plateau of unequal heights, varying from 50 to 100 feet above the level of the river, which rolls quietly along its southern side, and is overlooked by high, somewhat broken hills and ridges, which sweep around

from the river on the east, receding from it about two and a half miles in the center on the north, and returning to it again on the west, at a distance of about three miles below the point at which it left it, and being divided just above this lower point by Deer Creek, through the valley of which the Miami Canal centers the city. The hills and ridges rise to an average elevation of over four hundred feet above the river level, overlooking the entire plain upon which the city stands, a long line of the broad and shining river, the cities of Covington and Newport, divided by the Licking River, on the Kentucky shore, and the correspondingly semi-circular hills that sweep around them on the south. Such is the site chosen by a party of pioneers from New Jersey in 1788 upon which to found a town. The plateau upon which the city stands is naturally gently sloping toward the river and creek, in such a manner as to gather to the best advantage the genial light and warmth of the sun, which is one of the greatest aids to ventilation, while the high backing of hills cuts off the cold, boisterous winds from the north-west, affords charming views of this great human hive and its surroundings, and delightful opportunity for recreation and air on the part of the people during the pleasant seasons of the year.

Added to the natural auxiliaries are to be found all known artificial means for procuring health, such as water, complete and thorough systems of sewerage and ventilation, the result of all which has been to procure for Cincinnati a very excellent record for healthfulness.

**Hotels.** We do not think that any city in the United States achieved so early and so high a reputation for the extent and character of its Hotels as did the "Queen City" of the West; in fact, we suppose, no city has had a greater demand made upon it for the entertainment of travelers, investigators and observers. For many years it was the great middle point of interest, at which all who were prospecting or touring west, north-west, or south-west, were sure to stop, at least for a short time; and, indeed, it laid directly on the line of the then great thoroughfare over which the whole country traveled. Since the introduction of railroads and many great trunk lines have been constructed from as many different points along the Atlantic Coast to all points of interest west, many of which lay as far west of Cincinnati, and farther than she does of New York, and also since many of these popular routes avoid this point completely, passing far north and even south of it, a great shortening of the *proportion* of travel that touches here has taken place, although there has been no real diminution of the numbers of her guests, but rather a large increase.

Among the earliest noted hotels of the place, and which still holds its position in the roll of honor, is the Burnett House, which makes a charge of \$4 a day, while good rooms and meals can be had at the Indiania House for \$1 50 per day. The newest "crack" hotel of the city is the Grand Hotel, which is a splendid new building erected two years since on Fourth Street; its charges are the same as the Burnett House.

**Industries.** The commercial developments and resources of Cincinnati, which assumed great magnitude and importance nearly fifty years ago, have gradually and vastly expanded, until they now give constant and profitable employment to thousands of people; while her manufacturing interests have rose to a corresponding extent in multitude and usefulness. Prominent among the industrial establishments of the place, which have for many years stood at the highest point of popularity in their lines, are those which manufacture iron; taking it in the ore, carrying it through all its hot processes, rolling, hammering, twisting, molding, turning and forming it into thousands of useful and ingenious forms, from a tack to a steam engine, a mammoth printing press or a railroad bridge across the Ohio. The great economy with which inexhaustible supplies of ore and coals can be brought from up or down the river makes it possible for those engaged in this line of most important industry to defy competition on the part of all but a very few places in the United States.

The production of furniture for household, office, hotel, steamboat, church and school purposes, of all shades, grades and qualities, has, without doubt, surpassed any city in the west; while the manufacture of all kinds of wooden implements, ware and trinkets has been almost as great. Nor should we be surprised that it is the case, when it is remembered that the vast forests of walnut, oak, ash, maple, poplar, beech and pine woods are economically accessible by rivers, canals and railroads from this point.

The manufacture of cotton has also taken a prominent part from the same causes, while many



other branches of industry have sprung up and flourished through the same genial influence, among them we will name the production of Carriages and other Vehicles, Paper, Boots and Shoes, and almost all articles required to build and equip a home. The culture of the grape, and production of wines has for many years attracted much attention around and in Cincinnati, while her reputation as a pork-packing mart has earned for her the distinction of "Porkopolis." The prominent natural **Advantages** of central position, and convenience of rivers for transportation, have been appropriated to the fullest extent; while such artificial auxiliaries as canals, railroads and turn-pikes have been added to them to the greatest possible degree, for the means and time this enterprising people have had at command.

**Institutions.** Of these in Cincinnati it might be truthfully said, "their names are legion;" there are 135 churches, representing all shades of Christian faith and church government. Among the pioneers in the doctrine of "Free Public Schools," none took a more active part than did this city, and, in connection with that great work, the names of Sam Louis, Tom Ewing, Carey, and others of their coadjutors, should never cease to be remembered with grateful hearts by the people of this city and State. Beside the great perfection to which the public schools of the place have been carried, there are four colleges, three female colleges, one farmers' college, three commercial seminaries, six theological schools, one law school, six medical schools, one university, and many seminaries for both sexes, most of which stand at a high point of excellence. This city is stocked with libraries of the most extensive and superior character, many benevolent and literary societies, and other institutions.

**Building.** This city has, since its beginning, enjoyed the facilities and materials at command to build cheaply and well, and the result has been to produce, perhaps, more elegant public, commercial, and private buildings than can be found in any city of its size in the country. The great majority of houses are constructed of brick, although a very large number are of stone. Many of the most elegant residences are to be found on the tops of the hills, which, in a few more years, will be entirely given up to them.

One thing is needful that this city obtain, and that is hard coals; or invent a method of extracting the smoke and soot from the bituminous coals exclusively in use before sending them to market. Her beautiful architecture is smoked and grined, while almost everybody you meet in the streets has a smutty face or nose.

**The Future.** Among the sentiments which give most general pleasure and satisfaction are those which express encouragement and hope for the deeds and events that are expected to occur in the coming time. No matter how prosperous a person or city may have been in the past, or at what high estimate they may be held at the present time, if their outlook for the future—the days, weeks, and years through which they are yet to struggle—is covered with clouds and doubt, then all the accumulated wealth and distinction of the past is but vanity, and becomes part of the funereal pile upon which their perishing hopes are consumed.

Cincinnati for many years took the lead of all western cities in the rapidity with which her numbers increased; the last fifteen years, however, has turned the tide in this direction, during which time at least two other great western cities have not only overtaken her in this respect, but have actually swept on beyond her at an amazing pace, and others are rapidly advancing toward her standpoint. If numbers alone were the standard by which these cities were to be weighed with reference to their worth, and the prospects of their enduring the competition and wear of years to come, then it might be inferred that those cities which were dropping behind in the matter of maintaining their place in the line of increasing numbers, were also falling into decay and decline. Such, however, is in no sense the case, especially with respect to this city. She was never in a more healthy condition, her spindles, saws, lathes, belts, wheels, and anvils were never heard to sing the song of work and hope more cheerily than at present. Her commercial reins were never more firmly held, her buildings more handsome and substantially built, or gave such marked evidence of progress, growth in wealth and taste, or her institutions in a more flourishing condition than at this present time.

The causes that have combined to apparently retard the growth of the population of this city

have not been of a nature to really damage her. She has herself lent a helping hand to the growth of other places, but while thousands of her young men have, from the restless spirit of enterprise or speculation, that is supposed to germinate in the hearts of all American lads, taken "their portion" and gone forth to add to the population of Chicago, St. Louis, San Francisco, or some of the many lesser cities of the west, or even been carried by the cross currents of fortune to some of the eastern cities, still the arm of Cincinnati has not been weakened, nor her star of hope for the future dimmed. She still stands, compactly built together, and is now overflowing to many beautiful suburbs, which are acting to invigorate the lungs and strengthen the nerve of the parent.

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### ELYRIA.

This is one of the prominent towns of Northern Ohio, and is the capital of Lorain Co. Is on the Lake Shore and Michigan Southern Railway, 209 miles from Buffalo, 24 miles west of Cleveland, Ohio, and 628 miles from New York. This place was first settled March 18, 1817, by Heman Ely, Sr., and has now a population of 5,000. It is located on comparatively high lands and is a healthy locality. There are a few good **Hotels** in the town, the Beebe House and the American House standing first, the former charges \$2 per day and the latter \$1 50 per day. There are a number of manufacturing **Industries** located here, among them are the works of the Cleveland Screw and Tap Co., Topliff & Ely's factory for Top-Buggy Ware, an Iron Furnace, Machine Shop, and other establishments. The great advantage existing at this place for manufacturing purposes is found in the fact that the Black River makes two bold jumps over a precipice of about 40 feet, and in so doing aids materially in the work of developing a splendid water-power, which is being improved, and offers great opportunity for economical manufacturing. The town is also located in the midst of a good agricultural region, dairying being the leading pursuit of the farmers. The cost of living in this place is at a low rate, houses renting at from \$150 to \$200 per annum, and the market well supplied with all the necessaries of food at low average rates.

**The Institutions** of this town are in a flourishing condition. Of the churches there is a Baptist, Methodist, Presbyterian, Episcopalian, and two Lutheran. The public schools are of the best class and have fine houses; beside there is an academy or "select school," and a commercial college. There is a good bank or two, and two well-patronized newspapers. The town is growing and prosperous, has many fine buildings, and looks forward with well founded expectation of future progress and prosperity. Farming lands in the neighborhood can be had at an average of \$100 per acre; are principally excellent for dairy purposes. The native materials for building purposes are lumber and stone, which are in great abundance.

This is a town of growing importance, and those looking abroad with a view to locating where there is opportunity of advance and large development, would do well to inspect this place, and to all such we gladly recommend Mr. Wm. H. Tucker. This gentleman, prepared to give valuable assistance to all who wish to invest in lands, place insurance, or make conveyances, can be found in the Beebe Block, over the Post-Office. He is fully acquainted with all important points, and no person could without detriment to themselves neglect to call on him, if they intended to invest in any of the lines he represents. This is said on general principles after many years' close observation and much experience.

## OBERLIN.

We have introduced this flourishing town largely on account of our desire to mention Oberlin College. This is another of the fine towns of Lorain Co., Ohio, and is only about seven miles west of Elyria on the Lake Shore Road. This place was projected at the founding of Oberlin College in 1834, at which time the country was a vast wooded wilderness, without human inhabitants or houses. This place and its college have prospered in an unusual manner, and there are now over 4,000 inhabitants in the town proper. The *healthfulness* of the place has proved all that was desired. Sufficient **Hotels** are found here to accommodate the demand upon them, the Park House taking the lead. Its charges are \$2 per day.

The **Industries** of this place are largely sustained by the fine farming and dairying country around it, the needs of the college, and its own home demands. There are representatives of all the leading trades, and some show of manufacturing enterprise. Stone, lumber, brick, lime, and all other articles required in building houses are selling at rates shown in tables, and the town offers many attractions for the "Home" seeker.

**Institutions.** There are three or four churches, one of which is capable of seating 3,000 persons, is rather plain, and built of bricks. There are good public schools, with ample buildings, a National Bank, and one newspaper—the "Oberlin News," Republican; circulation, 2,150. The most prominent institution of the place, and, in fact, of the northern part of Ohio, is the Oberlin College. All attendants at this college are received on the manual labor plan, which has been found to succeed in a remarkable manner, the average attendance during some years being over 900 students of both sexes. This college was founded in 1834, under the direction of the Evangelical Congregationalists, and was named in honor of John Fredricke Oberlin, Pastor of Walback, Switzerland.

The main object presented in the founding of this institution was to afford a good and economical education on the manual labor plan; and the characteristic feature was the admission of all suitable persons without respect to color. Before the close of the reign of slavery in the United States, this institution was violently hated by the slave-holding people and their sympathizers. It stood fast, however, by its principles, has done a great and good work, has flourished, and is yet in a very prosperous condition.

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## NORWALK.

About the center of the northern half of Huron Co., Ohio, of which it is the county seat, and is about 715 miles from New York City; is on the line of the Lake Shore Railroad, about 56 miles west of Cleveland. It is one of the oldest towns in the county, and has a present population of 5,500. The place is very pleasant and *healthy*, being built on a high sandy ridge, along the center of which the main street, a broad, beautiful thoroughfare, takes its course, and upon which most of the buildings of the little city stand nestled behind two graceful rows of large maple trees, which stud the sidewalks. There are large machine shops and other manufacturing establishments located here, and the country around affords a means of much commercial intercourse. Building is at a progressive stage, and can be done at moderate cost. This town contains a number of churches, some of which have very neat buildings. It is also noted for being the seat of "Norwalk Institute," and the "Norwalk Female Seminary," both of which are well known and flourishing institutions.



It also contains banks which afford monetary advantages, several benevolent and social societies, and three newspapers.

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## TOLEDO.

This city is the metropolis of north-western Ohio, is situated on a level plain on the banks of the Maumee River, which here forms a beautiful bay and affords a safe harbor for large steamers. It is about four miles from the western end of Lake Erie, on rather elevated ground, and is in the north-eastern corner of Lucas County. It is one of the objective points of the Lake Shore and Michigan Southern Railway, the Toledo and Detroit, Chicago Air Line, Jackson Branch, Toledo, Wabash and Western, and Dayton and Michigan Railways, all of which, with others, make it a railroad center of great importance.

Since 1850, this port of entry has increased rapidly in population, and now claims to have 50,000 inhabitants.

The place was for many years looked upon as being peculiarly subject to malarious fevers, but, for the past twenty years, it has gradually overcome the causes of malaria, and is now supposed to be as healthy a place as the average containing its number of inhabitants.

There are a number of good **Hotels** in the city, among which are the Boody House, \$3 50 per day, and the American House, \$2 per day.

**Industries.** The commerce of Toledo has developed on a grand scale; the many busy lines of railroads which spread out over a large area of a rich farming country, with the Miami and Erie Canal, which, with all its tributaries, terminates here, are daily bringing to this port grain, lumber, flour, cattle, hogs, and many other articles which are shipped by rail and vessel to points east and west, and much of it being converted into other forms and conditions occupies many hands, and adds largely to the industry of the people. The manufacturing interests of this busy commercial center are of an important character. Among the establishments devoting their energies to mechanical industry are those producing Cars, Machinery, Agricultural Implements, Saws and Files, Sash, Doors and Blinds, Flour, Carriage Fixtures and Carriages, Steam Engines, and other articles.

**Institutions.** The condition of the minds of this people, which have won so wide a commercial distinction within the past fifteen years, can be, to some extent discerned, and the origin of their broad, liberal, well-directed plans traced, when it is known that the pride of Toledo is to foster with her best strength religious and scholastic institutions. There are about 25 churches. Among them are: Methodist, 4; Baptist, 3; Presbyterian, 3; Congregational, 2; Episcopalian, 2; Lutheran, 2; and the rest are divided among Roman Catholic and one or two other sects. Some of the church edifices are of a superior class of design and materials. The public schools are among the finest in the State, and the central or high school, receives great admiration and attention on the part of the people. The buildings are of brick, well planned and substantially built. The dwellings of this city show a marked disposition to improve, both in design and quality. There are many small, neat houses that are, no doubt in many cases, the center of happy homes. There are five or six banks, many artesian wells, a good gas company, steam fire engines, and about twelve newspapers and periodicals, which appear to be well supported; some of which have widespread reputations, and one, the "Toledo Blade," is as well known as any paper in the West, and has a weekly circulation of 20,000.

The cost of living, and "Home Building" in general, is at a desirable standard; lumber is sold at a low figure in this market, and all articles required in house-building can be had at reasonable rates.

**Future.** The causes that have combined to send Toledo so rapidly up the scale of commercial importance are still in active operation, and will, no doubt, continue to exercise all the functions of

potent life for a long period of time, until it shall have doubled, and even quadrupled its present greatness.

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## ADRIAN.

This city is located on a branch of the Raisin River, near the center of Lenawee County, of which it is the capital, in the south-eastern corner of the State of Michigan, and on the line of the Lake Shore and Michigan Southern Railroad; is 747 miles from New York, and 210 miles from Chicago. This city was projected in 1828, has made very commendable progress, and now claims a population of 12,000. It stands on well-drained lands, and has a good record for healthfulness. The best **Hotels** in the city at present are the Lawrence House and Central Hotel; charges \$2 per day.

**Industries.** The Raisin River affords a water power facility of an extensive character, which has been developed to a considerable extent, and mills of various kinds are in active and apparently profitable operation. The rich farming country around the city supplies it with all that is required for the preservation of the lives of its people, at low prices, comparatively, and great quantities for shipment to other parts of the country.

**Institutions.** There are 14 church buildings in the place, some of which are of a fine character, and are divided among the leading evangelical denominations. The central public school building is a splendid structure, and cost \$70,000. There are also four branch schools which were erected at an aggregate cost of \$80,000. The college located in the western part of the town is a fine looking structure, and is in a prosperous condition. Upon what is known as Monument Square stands a monument erected and dedicated to the memory of the soldiers of Adrian who lost their lives in the battles of the Rebellion. It is 54 feet in height, and stands a silent witness to brave deeds by brave hearts. There are two daily and three weekly newspapers published in this city, with an aggregate circulation of about 4,500.

**Real Estate.** Like all other places of any importance, the prices of lots suitable for building purposes, within the city limits, widely vary in values, ranging from \$100 to \$2,000 each. Farms around the city, and within a few miles, range from \$50 to \$100 per acre, are of a very excellent character, especially for dairy purposes. We cheerfully recommend any who may be desirous of making a close detail investigation of the merits of either lots or farms, with a view to investing or gaining information of any special locality, to Mr. A. L. Bliss of Adrian, Mich. This gentleman has given his attention to real estate, insurance, and kindred matters for a number of years, and as he is also engaged in perfecting titles, he knows of any defects that may exist in them, and is well informed of the merits of any particular locality. As we have before stated, it is of very great importance that any one looking up the matter of a locality in which to build up a home, use all the helps that can be obtained, we have, where it has been possible for us to do so, and seemed to be particularly needful, given the name of a person we could freely recommend.

**Prospects.** There are a number of facts in connection with Adrian which point toward a prosperous and vigorous future growth. The water-power afforded by the Raisin River gives an opportunity for economical manufacture, building materials are easily and economically obtained, lumber and brick being native to the place; living is at a low average, board and lodging from \$3.50 to \$5 per week. The county is already populous, having inhabitants to the number of 50,000, and is well advanced toward the second stage of development; the people are industrious, and are encouraging religious and intellectual culture.

## ELKHART.

Near the northern boundary and in the County of Elkhart, Indiana, at the junction of the Air-Line and Michigan Southern branches of the Lake Shore and Michigan Southern Railway; it is also at the confluence of the St. Joseph and Elkhart Rivers; is 859 miles from New York, and 100 miles from Chicago. This town has made most of its progress since the construction of railroads, and has a population of about 4,000. It is surrounded by a fertile country, well drained by the rivers, and has a fair record for healthfulness. The **Hotels** of the place are commensurate to the demands upon them, and the Railroad Hotel and Eating House has also a good reputation.

The **Industries** of Elkhart are in a growing condition, and as the excellent water-power of the rivers shall be more fully developed, other manufacturing enterprises will find it advantageous to locate where they can obtain a good and economical water-power. The rich farming country of this and adjoining counties contribute the larger part of prosperous commercial resource to this town, and the railroads afford opportunity for sending surplus products to the markets of the east. There are several well-sustained churches, ample and well filled public schools. Banks, societies, and newspapers apparently do well, and are fulfilling their missions in the world.

The **Future** of this town is prospectively good. The water-power, that is already largely used for making flour, paper, lumber, and other articles, is capable of being improved to an extent many times beyond its present capacity, while the commerce of the country is at present only beginning to be developed.

There are a number of interesting towns on the line of the Michigan Southern Railroad, between this point and Adrian, which, for the want of space, we have reluctantly omitted. Among them are :

**Hillsdale**, the county seat of Hillsdale Co., Mich., a fine town of about 3,000 people: has a stone Court-House, good schools, among them a college of some reputation, several churches, and other institutions. Then there is

**Coldwater** in Branch Co., Mich., upon the Coldwater River. It is a handsome spot and a fine town. The river affords a water-power privilege of importance, and manufacturing enterprise is rapidly taking root. This town is also a county seat, and is in the midst of a fine agricultural region.

**Sturgis**, Mich., is another flourishing town in St. Joseph County; has a population of about 3,000, and is situated in a splendid prairie bearing its own name; is at the crossing of the Grand Rapids and Northern Indiana Railway, and is rapidly building up.

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## CHICAGO.

Perhaps no city in the world ever possessed such meteor-like character as this one. So recently as 1830, it was a mere squatter's headquarters, consisting of a few huts grouped about old Fort Dearborn, a little south of the mouth of a creek called Chicago River, on the western shore and southern end of Lake Michigan. There is nothing in the locality except the grand, beautiful lake, which would seem to invite human enterprise, or inspire the idea that *there* a great city should grow up. The first map of the town was completed August 4, 1830, and bears the name of James Thompson, surveyor. At that time there was not over a hundred inhabitants in the place outside of the Fort, including whites, half-breeds and blacks.

The town was organized August 10, 1833, and incorporated as a city March 4, 1837, at which time its population was 4,170. In 1847 ten years had twice doubled its population, and it had



reached the figure of 16,859. From this period it went forth with even accelerated speed, and it now flashes before us the number of 550,000, over half a million increase in about 40 years. Neither mud, storm, disease, or fire has as yet proved sufficient to check its grand flight. In the face of disaster, apparently more than enough to crush the stoutest hearts, it has quivered but for a moment, and then, bursting through every obstacle, swept on, towering over all competition, until it now holds the unquestioned position and honor of being the great metropolis of the Middle North-West.

**The Healthfulness** of Chicago has never been more than medium, although immense sums of money have been expended for sanitary purposes which have resulted in much good, and the work of improvement in that respect is still progressing.

**Hotels** in Chicago are a decided feature of the place. Perhaps no city in the United States has greater demand made upon it for the accommodation of strangers and citizens than this one, and we think that none have made so splendid a preparation for the purpose of retaining them. The Sherman, Palmer and Tremont Houses grade their prices highest, while the Merchants, and Nevada Hotels, and the Massasoit and Adams Houses charge but \$2 per day.

**Industries.** We will not attempt any detail account of what the enterprises of Chicago consist in. There is no article of manufacture that would be profitable for men to engage in producing in this city that is not made here. There is no branch of art, trade, or commerce that is not here undergoing active and vigorous manipulation.

The vast supplies of all the products of the farms, forests, quarries, mines, and rivers of five States are rolled into this center, over the grandest system of railroads that converges upon any city in the world. Here this vast accumulation of materials are reshipped, manufactured or consumed. The lakes afford the means of cheap and convenient freightage to the eastern seas, and all points that stand upon their borders. The Chicago River has been scooped out, until it has actually become a harbor of great safety and capacity, and it has been united by the means of a short canal with the Illinois River, and down it to the Mississippi River and Gulf of Mexico. By way of the Union and Central Pacific Railroads, Chicago has laid the course of her commerce across the great Plains to the Pacific Ocean, over the deep blue waters of which her enterprise has reached out to China, and spread into Europe from toward the rising sun.

**Institutions, Buildings.** We are not surprised that a people who have developed the industry and commerce of Chicago, and brought it through all the adverse circumstances with which it has had to contend to the position which it now firmly holds, should also be found to have encouraged in their midst churches, schools and charities, to an extent second, perhaps, to no other city of as rapid growth and great dimensions.

Churches and their missions are scattered throughout this great city, and no locality of considerable extent has been at any time long neglected. There are now over one hundred and ninety (190) churches, and about 30 missions. Most of the congregations are large and flourishing, and many of them occupy buildings of rare architectural beauty and very grand in dimensions. The conflagration of 1871 swept away a large number of the finest church buildings in Chicago, but the spirit, recuperated and energized, which arose from beneath the ashes of her commercial palaces, and within three short years caused her desolated streets again to bristle with apparently the same splendid structures, erected new, and in some cases more elegant, houses of worship than were those destroyed, although not always on the same site.

The religious sentiment of the people is pretty evenly divided between the Baptists, Methodists, Congregationalists, Presbyterians, Episcopalians, Evangelical and Lutheran, and Catholic. There appears to exist the best and most commendable spirit of toleration and accord between the Protestant churches. Their pastorate is efficient and eloquent, and much care is given to the musical portion of their worship. With such a christian as Mr. Moody, who has thrice built the house in which it was his care to labor in the great soul-saving business of his life, to harmonize christian labor and subdue sectarian ambitions, by the close, earnest, truthfulness of his life practice and preaching, the churches of Chicago are unusually blessed and aided in keeping their attention and energies constantly directed toward the true object of their high calling and great, good results.

The schools of Chicago are no less conspicuous for their extent and character than her commercial and religious establishments. The demands which the developing of such a city and its vast railroad, lake, and other accessory thoroughfares, has made upon the minds of this people, has also taught them the indispensable value of education, culture in art, and scholastic training. The free public schools of this metropolis are increased in numbers and efficiency as demand requires, and are arranged and conducted after the best known models. The university of Chicago is among the more prominent institutions of learning in the West. The Chicago Theological Seminary, Baptist Theological Seminary, Presbyterian Theological Seminary, and the Dearborn Observatory, are also distinguishing themselves for their efficient labor. Beside there are four medical and two or three commercial colleges, a Historical Society and an Academy of Science; nor does this exhaust the list, as there are many private schools and academies in and around the city. Of exclusively charitable and benevolent institutions there are about fifteen, all of which are actively engaged in ameliorating the woes of men, women and children.

Of the public buildings, bridges, tunnels under the rivers, Chamber of Commerce building, and other splendid objects which belong exclusively to the corporation or commercial interests of the city, we will not attempt any detailed account, as they are the common objects of remark by all who see or read of Chicago.

The newspapers of this city are not behind the best in America, and there is no doubt much praise due some of them for the remarkable spirit of enterprise they have shown, and the bold lead they have taken in the times that tried to the utmost the nerve and endurance of the people. Prominent among them are the "Tribune," "Times," "Evening Post," "Evening Journal," "Inter-Ocean," and "Staats Zeitung," all of which are dailies. Beside, there are a considerable number of periodicals, devoted to as many special objects of general use.

**Future.** As we look back over the way by which we have come, we may calmly examine and analyze the events through which we have, at the time they were upon us, struggled and groaned, not knowing what a week, a day, or even an hour might develop of joyful success or crushing disaster; but when we reverse our telescope of observation, and attempt to peer into the events of next year, month, week, or even into the full mysteries of to-morrow, there suddenly gathers over the object glass of our instrument a provoking mist, a thickening, impenetrable fog, and, further on, an inky-black cloud, thwarted, stunned, amazed, we turn to the present, patiently work on and wait. That we may, by taking careful range over the opportunities, advantages, past history and present character of a place and people, make a reasonable prognostication of what will in the future result from given causes, there is, possibly, no doubt. But, that we are able to predict the variations of fortune, or to reason from what is to what may be, and with any certainty point out where the cross-currents of adversity or prosperity shall set in, is certainly a grave mistake. It would not require the vision of a prophet to foretell the destruction of any great city which should be compactly built of combustible materials, be dry as tinder, and be set on fire to windward at the beginning of a sweeping gale that should last for 48 hours.

But where is he, less than a prophet, who should be able to predict that the burning of Chicago would be the potent cause of her doubling her population, the number of her buildings, and replacing all her splendid architecture, within the space of four short years. Such has occurred, and such a spectacle is the wonder of the Nineteenth Century in connection with city building. None but the Chicagoan to the manor born saw, in the last sullen smoke of her conflagration, already dimly rising upon his vision of the coming time, all those splendid palaces, churches, and stores at the rate of one a minute, as he stood and gazed with awe upon their smouldering ashes. We doubt if there is another city in the world so situated as to be able to accomplish the same results, under similar circumstances, although they might possess a people equally energetic and enterprising, yet there are none which stand so convenient to the necessary materials, or have so vast a net-work of appliances with which to concentrate them. When it is remembered that the great middle-north-west region of country which an extended system of railroads and lake-lines of vessels are drawing into Chicago, is still undergoing the process of development, it may be reasonably guessed that the commerce of that city should continue to increase as many years as that

country shall fail to be fully and completely developed, and that after the lapse of those years it might become more fixed in its population, and that its building operations would be more largely confined to the replacing of old and inferior structures with new and more elegant ones.

Chicago, like New York, has swallowed up one suburb after another, her warehouses and stores pushed back her dwellings, until the area of her business circle has arrived at so great dimensions as to render it a necessity that steam should be used to propel the cars which convey the people from the main business center to their suburban homes. The many railroads which run into the business part of the city from all directions, afford unusual opportunity for such a convenience, and has resulted in the laying out of many beautiful suburban towns, which are runs of from ten to forty minutes from their Chicago depots.

The great obstacle in the way of rapid transit in New York as yet (without the use of boats) does not exist here. Railroads come directly into the business center from north, south, and west, while in New York they are confined to the north alone, and are compelled to stop four miles short of the point it is most needful they should reach. The different suburbs of Chicago are rapidly building up with a class of houses that would require the entire scope of our collection in this work to tolerably represent.

As the city continues to grow and the dimensions of its circumference increases it will, in proportion, less rapidly absorb its suburbs, but that *now* is the time for all "Home" seekers to secure a position, and locate their homes in these suburbs there can be no doubt. In so doing they will have gained at least two desirable objects; one, a home in a purer, healthier atmosphere, away from the roar and smoke of business; two, a locality not exposed to another sweeping conflagration, if such should occur, and it is not beyond the reach of possibility that it should.

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In order that the objects of this work may be the better conserved, we have taken up such desirable places as lay on the different great routes, in somewhat the order in which they are the more directly reached from New York or any given center, changing our position and course as one direct or connected line after another is, in our estimation, sufficiently exhausted, in some cases passing directly and abruptly from one point to another several hundred miles distant, but in no case shall we go beyond Council Bluffs, Iowa, until we shall have mentioned all places it is our purpose to speak of in the work east of that point.

We have given many places short, partial notice, rather than leave them out; not because they were not worthy of more space, but because our own space is not of sufficient extent to allow us to spare more.

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## PORTAGE.

This picturesque locality is 362 miles from New York City, and 30 miles north-west of Hornellsville, on the Buffalo Division of the Erie Railway. It is in the western part of Livingston Co., N. Y., on the southern side of the Genessee River, and has a population of about 2,000. One of its chief attractions is that its position is in a beautiful and healthy part of the State. Very fair **Hotel** accommodations are afforded at the place, although we were impressed with the idea that an improvement might be made in that line, which would be found to be a profitable investment.

The Portage Falls of the Genessee River, near this place, with the wild and beautiful scenery around them, make it one of the most attractive points on the Erie Railway for the lover of the beautiful to locate his home.



## ATTICA

Is pleasantly located on the Erie Railway, 392 miles from New York, at the southern terminus of the Batavia Branch of the New York Central Railroad, near the northern line of Wyoming Co., N. Y., on Tonawanda Creek. It was incorporated in 1837, and has a present population of 3 000. The Western House is the principal hotel; charges \$2 per day. The larger part of the town stands in a beautiful valley, is well drained, and is very healthy. The country which lays convenient to this point is rich and productive, and contributes much to its commercial industry. There are Flouring Mills, Carriage, and other manufacturing interests springing up in the place. There are several churches, good schools, banks, newspapers, and other institutions, which make the town attractive as a place of residence.

There are many *nice* looking residences in the place, and it is making a steady, sound growth, which will continue.

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## BUFFALO.

This metropolis of western New York, and second great city of the Lakes, stands at the foot of Lake Erie, at the head of the Niagara River, and at the mouth of Buffalo Creek. It is the capital of Erie Co., New York, is 423 miles from New York City, by way of the Erie Railway, and 442 miles distant by way of the New York Central Railroad. It is also the terminus of the New York and Erie Canal, and is the gate through which all lake and canal freights must pass on their way to the Atlantic Ocean. This city was laid out in 1801 by the Holland Company; in 1812 it became a military post, at which time the village consisted of about 200 houses. In December 1813 it was, all but two houses, burned to the ground by the British and their Indian allies. In 1832 it was incorporated as a city, and in 1852 the charter was amended, and Black Rock was included in its limits. The first vigorous growth Buffalo experienced was after the opening of the Erie canal in 1825, since which time it has made a steady progress, until it has reached the figure of 160,000, and is the third city in size, and second in commercial importance, in the State of New York.

This city stands at a desirable elevation above the level of the lake and river, is well sewered and drained, and has always enjoyed a good reputation for *healthfulness*. Being near one of the grandest scenes there is to be found on the earth, where the tourists of the whole world expect to touch and spend some time and money inspecting the leap of the Niagara River; and also being in line of an extensive commercial travel, there has been opened here, as demand developed the necessity for them, an adequate number of very excellent **Hotels**; among them the Tiffts House, charges \$4 per day; Mansion House, \$3 50, and the Revere and Western Hotels, \$2 per day.

**Industries.** A large proportion of the commerce of the great lakes concentrate upon this center, where thousands of ship, schooner, and sloop cargoes of the products of Western farms, mines, factories, and mills are unloaded upon some of the six or eight miles of docks and wharfs which stud the river, lake, and Erie basin fronts, stowed into the swarms of canal-boats, waiting to fill and sweep off along that great artificial stream to the East, or sucked up into some one of those mammoth elevators.

Then, as a railroad focus, Buffalo has few superiors. The great trunk lines from all the Atlantic seaboard cities, with those of the West, through Canada, and down the Lake Shore to the south-west, run in upon her, take in supplies, gather up and thunder away to the markets for which they are destined, the different articles that must needs make greater haste than canal transit would allow, or be taken to points which canals do not reach. These two great business helps aug-

ment the industrial demands of this city to an immense extent, and have been the most potent cause in originating a splendid manufacturing interest which has developed here. Among the mechanical operations which are engaging the skill and sinew of thousands of men and women, are those in connection with the Railroads, Ship Building, the preparation of Iron, and its manufacture into hundreds of articles needed in mechanical husbandry, and household operations; the manufacture of Flour, of which there is nearly a million barrels produced here annually; the manufacture of Agricultural Implements, Leather, Oils, and many other articles.

**Institutions.** Buffalo is not behind its cotemporary towns and cities in this matter; it has about seventy churches, many of which occupy buildings of superior architectural beauty and elegance of construction.

Its benevolent and charitable establishments are about twelve in number and are sustained in the best manner. The public schools are among the best in the State, a complete academic course being taught in the highest department. The number of splendid libraries is remarkable, and there are colleges, Scientific and Literary societies of a high character; beside there are associations and colleges devoted to the special objects of legal, medical and commercial education which have good reputations and wide influence.

The Public buildings and parks of this city are an honor to its taste and enterprise, and are as extensive as any city of its population can boast of in the State.

**Future Prospects.** The enormous capital interested in the many ship and railroad enterprises which have so largely contributed toward the growth and wealth of Buffalo, will hold them in the position they now occupy, and will cause much influence to go out toward the construction and perfecting of other routes and industries centering upon this point, and will tend greatly to augment its present population, industrial and commercial importance.

Its proximity to a grand natural spectacle, the magnitude of which makes it the common eye property and wonder of the whole world, and advertises "Buffalo" wherever it is discussed or spoken of, together with the position it has already attained, and other important reasons, all seem to indicate the idea that the size and prosperity of the place would not, in less time than half a century, reach its zenith.

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## SUSPENSION BRIDGE.

This is a flourishing village on the eastern bank of the Niagara River, one-and-a-half miles below the Falls, on the western boundary of Niagara Co., New York. It is  $444\frac{1}{2}$  miles from New York City, and 25 from Buffalo. It derives its name from the great International Railroad Suspension Bridge which here spans the Niagara River. It was projected about twenty-five years ago and has a population of 3,500. At this point the Erie Railway, New York Central Railway, and other roads, meet on a common thoroughfare, and cross into the British Possessions over the suspension bridge, 230 feet above the rushing, whirling waters of the Niagara, and meet the Great Western Railroad of Canada. This town is on a high well-drained site, within a short walk of some of the grandest scenery in the world, and its people enjoy excellent *health*. The **Hotels** here and at Niagara, have been unusually stimulated, especially at the latter place, on account of the great number of tourists which visit the Falls and scenery in the neighborhood. At this place the Monteaule House, charges \$3 per day; the Western Hotel, \$2 50 per day and the Exchange Hotel, \$2 per day. While at Niagara Falls, only  $1\frac{1}{2}$  miles away, the hotels charge from \$3 to \$4 50 per day. The principal **Industries** of the people of this place is in connection with the great railroads and shipping interests. There is a considerable local commerce, and some manufacturing interest springing up. There is a need felt here for a better class, and a greater number of dwelling-houses to rent, such as there are can be had at from \$8 to \$15 per month.

There are six churches, five public schools, a seminary, and Deveaux College among the institutions of the place. The college is under Episcopal management, was a bequest of the Hon. Samuel Deveaux, and all pupils admitted are under the legal control of the trustees until they attain their majority. The entire expense of their living and education being furnished by the college.

The "Suspension Bridge Journal," John Ransom, editor and publisher, has a circulation of about 1,200; is conducted on the co-operative principle, and is much respected in the town and country around. It is an excellent medium in which to advertise in the locality, as it is the only paper published in the place.

Stone, brick and lumber are abundant in the place, and the cost of building as low, or lower, than at Buffalo; the cost of living is also lower than the average of eastern New York towns, and many other considerations make the place attractive for the purpose of "Home Building."

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## HAMILTON.

This flourishing city is the capital of the united counties of Wentworth and Holton, Canada West, and is on the line of the Great Western Railway, of which company it is the seat. It is also at the head of Burlington Bay, which is the head of navigation on Lake Ontario. This city was projected and laid out in 1813; has made a steady progress, and has now a population of 35,000. It is built upon a high plateau which gently rises until it reaches the base of a high mountainous range of hills, making a site for a city of a superior nature, affording the best drainage, and assuring to its inhabitants health and comfort. The St. Nicholas Hotel is a good, well-kept house, and makes the reasonable charge of \$2 per day.

**Industries.** This beautiful Canadian city is at the head of navigation on Lake Ontario; is surrounded by one of the most populous and fertile regions of the province; and has for its commercial facilities the Burlington Bay Canal, the Lake, and the Great Western Railway. It is also enjoying a steady and prosperous growth in manufacturing interests, among which those manipulating and manufacturing Iron, bear a prominent part.

It is connected with Toronto and Canada East by a branch of the Grand Trunk Railway. There are good schools, and about twenty churches in the place. Banks, newspapers and insurance offices are in suitable numbers, and doing a prosperous business. Building, and living in general, is at a low average of cost. Many of the public buildings, churches, stores and dwellings, are fine-looking structures, and built of stone, which is conveniently obtained in the adjoining hills. This city has a substantial, prosperous air, and will no doubt continue to increase.

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## LONDON.

This is another splendid little city of Canada West, and is the capital of Middlesex Co. It is on the Thames River, and on the line of the Great Western Railway. Its present population is 25,000; it is a healthy city, and has a good hotel known as the Tecumseh House, which makes a charge of \$2 50 per day. It is 81 miles from Hamilton, and 130 from Detroit, Mich. This city is the center of the finest agricultural country in Canada; has extensive Iron Foundries, Machine Shops, and other manufacturing enterprises in successful operation. It contains churches of all the leading Christian denominations, good schools, banks, newspapers, and insurance offices. The cost of living



here is low. The place is healthy, and is growing as fast as any place along the route; and for a northern city it has many attractions for the "Home Builder."

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## WINDSOR.

Opposite Detroit, Mich., in Ontario, Canada West, this flourishing town is rapidly taking a conspicuous position. It is beautifully located on the Detroit River, and is the western terminus of the Great Western Railway. It began to show signs of prosperity several years since, and has now a population of over 7,000. The locality is healthy, and the river bank contiguous to the town affords sites for building equal, if not superior, to the Hudson River. The American Hotel is the leading house in its line. There are several well-sustained churches, and the public and high schools are of an excellent character, tuition and books being free in all cases. There are two newspapers published in Windsor. The "Essex Record," Mr. Stephen Lusted, being the editor and publisher, is the leading paper in the city and has a circulation of over 800. There are many points of interest at this point, which will continue to attract attention in the future as in the past.

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## DETROIT.

This beautiful western city stands upon the site of a French missionary station, which was occupied by them about 1670. It is on the west bank of the Detroit River, at the western terminus of the Great Western Railway, and is the point from which the Michigan Central and several other railroad routes start for the west, north and south. On June 11, 1805, Detroit was completely swept away by fire, after which Gen. William Hull produced for it a new plan upon which to lay out its streets. On the 18th of August, 1812, Gen. Hull surrendered the town to the British, but they evacuated it Sept. 29 of the same year. In 1836, Michigan was admitted into the Union as a State, and Detroit became its capital, an honor which it retained until 1850.

It is now the county seat of Wayne Co., Mich., has grown rapidly for the past 15 years, is the metropolis of the State, and has a population of over 100,000. The site of Detroit is admirably adapted to the purposes of building a great city; it rises from the river-bank gently for a considerable distance, when the lands assume an apparent dead level, with only sufficient incline to roll off the rainfall. The Detroit River is a grand stream, connecting Lakes St. Clair and Erie; is from a half to one mile wide, and affords a harbor of the finest character for the vast shipping of the great Lakes. This point has been well known to the civilization of America for over two centuries, and during that eventful period has sustained a good reputation for *healthfulness*.

The river is not subject to rise and fall, is clear, vigorous running water, and there are no fever-breeding qualities in connection with it. The city is supplied with the water of the river, taken from it about five miles above the city, and it is thoroughly sewered and drained. There are several fine **Hotels** in Detroit, the Russel House, taking the highest stand, charges \$3 50 per day; the Biddle House, \$3, and the Antisdel and Franklin Houses, \$2 per day.

**Industries.** The position of the city upon the great chain of lakes, with seven lines of important railroads, and the most direct and shortest line to the east, makes a center for commercial enterprise of the first importance, and has contributed more largely than any other cause to its rapid advance for the past ten years.

There is also a line of ships which trade regularly between Detroit and Liverpool, England, by way of the St. Lawrence River, and also several lines of large steamers are actively engaged trading

and freighting between this point and the copper and iron mining regions bordering on Lake Superior; beside several other lines of steam and sail vessels are at work between Detroit and various other points located on the lakes and the rivers tributary to them. The many routes of railroad are continually wheeling into this city vast amounts of grain, and all manner of farm products, lumber, ores, coal, and other articles of produce and manufacture.

This commercial advantage and activity has acted potently toward the growth of many manufacturing establishments in this city, and there are now in vigorous and successful operation over 25 extensive Iron Manufactories, in all forms, in which it can be profitably worked; also, manufactories of Copper, Glass, Boots and Shoes, Tobacco, Stoves, Implements, Palace Cars, and other railroad work. All materials required for this great industry are native to the State and vicinity, as well as stone and brick required for building purposes.

**Building.** As will be seen in our tables of "Places and Prices," the expense of building in this city is at a very low rate. The class of buildings being put up range from the neat, low-priced cottage of the mechanic and artisan to the more pretentious cottages of the middle classes, and the splendid villa of the wealthy. The people of Detroit are eminently interested in "Home Building;" all classes, to an unusual extent, own the houses they occupy, from the laborer to the capitalist.

**Institutions.** There are over 60 churches in this city, all of which are supported in a manner very encouraging to their well wishers, and which are divided among many denominations of Christians and religionists. The public schools of the place are all free, are conducted in the best manner, and are 27 in number. There are also other schools of good reputation, and the Detroit Medical College is considered one of the best schools of medicine in the West. There are also a large number of benevolent, literary, and beneficial institutions in the place, all of which have some special object toward which they are working.

**Real Estate.** Farming lands near this market range in prices, according to their proximity to the city, condition of improvements, and quality of soil, from \$40 to \$300 per acre. The staple products being wheat, corn, oats and potatoes. The markets are ready and convenient, and prices remunerative to the farmer who is industrious and understands his business. Lots within the city limits vary in size from 30x100 feet to 60x200 feet, are well-drained by sewers, and are valued at from \$300 to \$10,000 each. The best lots now offered are those on "Cass Farm," although we would advise the seeker to see and obtain the counsel and aid of Tredway & Goodrich, 149 Griswold Street, Detroit, before investing; their business is that of real estate, loans, insurance, appraising and conveyancing. We mention them because they have the largest experience and the best record in their line of any we know in the place, and as we know the value of such help and that it does not cost the buyer anything, but almost invariably saves him money, time and annoyance, we persist in making the matter positive.

There are excellent opportunities offered by capitalists, which enable all classes who are sober and industrious to obtain a home, at from a few hundred dollars to two or three thousand, by paying for it in monthly installments of \$10 and upwards, and the interest. This advantage has been offering for several years, and has resulted in all classes owning their houses, as we noticed above.

There are over 28 newspapers and periodicals published in this city, four of which are German, and all appear to be doing well. Among them the "Detroit Tribune," Republican, has the largest daily and weekly circulation, while the "Herald and Torchlight," Baptist, has the largest circulation of any religious newspaper in the State; it is edited and published by L. H. Trowbridge.

**Future Prospects.** After having examined the causes which have combined to bring Detroit to its present standpoint, and seen that they are all in effective operation at this time, while other plans and enterprises are being laid and put under execution, which will augment the commerce and industry of this city; and when we remember that the great country tributary to it is yet undergoing the processes of development, we will be loth to conclude that any other than a prosperous, progressive future lays before this people, if they shall maintain in their midst the virtues of honesty, industry, and sobriety.

## JACKSON

Is a beautiful city near the source of the Grand River, and is the capital of Jackson Co., Mich. It is on the line of the Michigan Central, Michigan Air-Line, and two or three other of the principal railroads of the State. It is 715 miles from New York, and 76 miles from Detroit. It was settled about 50 years since, has made a rapid growth the last few years, and has a population of about 16,000. The *healthfulness* of this location is considered very good, and great care has been taken with reference to the sanitary welfare of the people, in order that contagious diseases might be kept at bay, as well as malarious fevers. There are no less than eight or nine fair **Hotels** in the city, which speaks well for the travel it receives. The Hibbard House charges \$2 per day, and the Ameriean House \$1 per day.

**Industries.** Jackson is a railroad center of much importance, and lays upon the edge of the great coal-measures of the State, the mining operations of which can be seen from the railroad. The river affords a fine water-power which is being improved, and is already employed in the manufacture of various kinds of articles, among which flour and lumber are conspicuous.

**Institutions.** There are eight or ten churches, a young ladies' seminary, excellent public free schools, two well-supported newspapers, and other institutions of benevolent, charitable, literary, and industrial character. The State Penitentiary is located here, and the convicts are employed in useful manufacture. There are water works in connection with the city, although artesian wells are easily bored.

This city is in the midst of a fine agricultural region, which supplies it with all needed articles for the subsistence of its people, and large quantities for shipment abroad.

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## KALAMAZOO.

The capital of Kalamazoo Co., Mich., is another flourishing young city of this rich south-central portion of the State; is on the Kalamazoo River, and on the Michigan Central Railroad, 143 miles from Detroit. This city was first settled in 1832, has made its principal growth during the last 12 years, and has a population at present numbering 12,000, who are very largely the representatives of New England and New York. The river passes directly through the city, affording good opportunity for drainage, which has been improved sufficiently to assure healthfulness, and the people consider the place very free from local disease. There are five **Hotels** in the city, the best being the Kalamazoo, Burdick, and International Hotels.

**Industries.** Beside the Michigan Central, there are four other routes running northerly and southerly from this point all making very important connections with still other routes, and all combining to make this a railroad center of a valuable character, contributing largely to its industries. In the mechanical line there are two large Machine Shops, Manufactories of Farming Implements and Springs. There are mills and factories also engaged in other lines, several of which use the water-power afforded by the river and other streams. Stone, lime, and hard-wood lumber are obtained in the vicinity in great abundance, and pine lumber is brought from the northern part of the State. This city is also in the center of a grand farming region, which principally produces a superior white wheat, corn, oats, and potatoes, and all desirable cereals. Building and living are both at a low average, as can be seen by the tables.

Any wishing further detail information with reference to **Real Estate** matters should apply to Mr. O. N. Giddings, who is well-informed on all subjects of importance in connection with this



locality, and is prepared to give valuable assistance in locating farming lands or building lots, in or near Kalamazoo City or County.

**Institutions.** This little city stands among the first in the State for spiritual and intellectual culture and prosperity. There are 13 churches, all in good condition. The best of free schools, high-graded schools, a seminary on the Holyoke principle, good private schools, and a collegiate institute—Baptist. The State Asylum for the Insane is at this place, and other organizations of a benevolent character. There are two good weekly newspapers, and one daily published here, and all are apparently doing well.

Kalamazoo is a beautiful little city, many of its streets are shaded and diversified by the native burr oaks, which have been carefully preserved in proper positions. It is now in a vigorous, healthy condition, and will, no doubt, continue to grow and prosper.

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## LAWRENCEBURGH.

On the Ohio River, 23 miles below Cincinnati, and about 756 miles from New York, is located the town named above. It is the seat of Justice of Dearborn County, in the extreme south-east corner of the State of Indiana; is on the Ohio and Mississippi Railroad, at the point from which diverges the Indianapolis, Cincinnati and Lafayette Railroad. It is also at the southern terminus of the Whitewater Canal, a short distance below the confluence of the Great Miami, with the Ohio River.

This city was incorporated in 1846, and has at present a population of 5,000, many of whom are Germans and their offspring. A portion of this town stands on rather low bottom lands, while the most recently-built portion is located on the second plateau, and it is not greatly noted for healthfulness, the principal health-disturbing elements being malaria. The Whitewater Canal affords an extensive water-power privilege, as well as being the principal commercial thoroughfare for one of the richest and most fertile valleys in the Western States. There are several **Hotels** in this town; the Hitzfield and Anderson Hotel charging \$1.50 per day, and the Tanner House \$1 per day. Aside from the commercial industries of this city, in connection with the produce and shipping business created by the demands of the agricultural interests of this section of the State, there are extensive furniture and other factories, flouring mills and a foundry.

There are about ten churches, several good schools, banks, and newspapers in the place, all appear to be in fair condition and some are prospering finely. The proximity of this point to Cincinnati, and the advantages it enjoys in connection with the Ohio River, the railroads, which pass through it, the Whitewater Canal and the rich country around, should cause it to grow to much greater importance.

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## SEYMOUR.

This growing town is on the line of the Ohio and Mississippi Railway, at the intersection of the Jeffersonville, Madison and Indianapolis Railway; is 87 miles west of Cincinnati, 50 north of Louisville, Ky., and 58 miles south of Indianapolis, and in Jackson County, Ind. It was projected in 1852, while the O. and M. R. W. was under course of construction; has grown in connection with the road, and has now 4,000 inhabitants. This place has proved to be healthy and pleasant, and has three or four hotels, the Thomas House enjoying as good a reputation as any of them.

The Industries of the place are principally in connection with its agricultural surroundings,

which are very good; there is, however, a Spoke and Cradle Factory, a Woolen Factory, and a Carriage Factory in the town, which do a fair business. There are churches of all leading Christian denominations here, and public schools of which the people feel proud. There are two newspapers, the "Democrat" and "Times," published in the town, both of which appear to have a fair circulation. The cost of building and living are at a low average, while the wages of skilled labor is fair.

We recommend any who desire to have titles investigated, or to obtain any particular information with reference to this town or county, to Mr. A. A. Davison of Seymour. The country is comparatively new, and undergoing the process of development, and, in connection with the two great railroads which pass through it, one east and west, the other north and south, there is no reason why this town should not become a city of very considerable importance.

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## VINCENNES.

This old town is on the east bank of the Wabash River, at the point crossed by the Ohio and Mississippi Railway, and is the capital of Knox Co., Indiana. It is about 950 miles from New York, 192 from Cincinnati, Ohio, and 148 miles from St. Louis, Missouri. The Evansville and Crawfordsville Railroad crosses at this point, also the Indianapolis and Vincennes Railroad. This is one of the oldest towns in the state of Indiana, it being first settled by the French immigrants from Canada in 1735, who for several generations were the solitary possessors of this vast level country, living at peace with the Indians of the vicinity, fraternizing with them, and gradually dropping down toward their level, until 1813, when it became the seat of the Territorial Government, and began to look toward a higher civilization. Railroads first reached this point about 20 years ago, and although they have been in active operation ever since, and the Wabash River is navigable for boats of considerable size many miles above this city, yet it has made but tardy progress, and can only boast of about 7,000 inhabitants, after a struggle of over 140 years. Perhaps one of the great causes of its slow growth is that it is not as a rule a healthy country. The great bottom lands of the Wabash are of the most vigorously fertile nature that can be found in the country, but are subject to being inundated by the great freshets which occur on this river, and leave thousands of acres covered with mud and decaying vegetation, resulting in much malarious fever in many sections, unless carefully guarded against. Vincennes has suffered from this cause in past time, and, although much improvement has of latter years been effected by means of more complete drainage and other sanitary arrangement, yet the place grows slowly and still bears a "shaky" name. There are a few **Hotels** in the place, the La Plant and Junction Houses being the best; both charge \$2 50 per day.

**The Industries** of this city have been connected with the agricultural interests of the country to a greater extent, and it has for a long time controlled a considerable commerce. There are now two or three Foundries, Woolen Factories, Flouring Mills, Furniture, Plow, and Carriage Factories, all of which obtain their power from the use of steam.

**Institutions.** There are about ten Protestant Churches, a Catholic Cathedral, a bank, an orphan asylum, fair schools, and two newspapers in the place. The climate of this section is mild, and in many respects it is a fine locality.

## OLNEY.

This pleasant-looking town is the capital of Richland Co., Illinois, situated on the line of the Ohio and Mississippi Railway, 223 miles from Cincinnati and 126 miles from St. Louis. It was projected in 1846, and has at this time a population of over 4,000. It is situated on a well-elevated thoroughly-drained site, and is considered very *healthy*. There are four or five **Hotels** in the place, all of which charge \$2 per day. The country around this point is among the best agricultural regions in the State, and as Olney is the leading town of the county, it has become the caterer for the wants of a large number of farmers, and is the market for them in return. There are also several manufacturing enterprises developing at this place, among them are Planing Mills, Woolen Mills, Machine and Repair Shops, Furniture Manufacturing, and various other industries.

**Institutions.** The majority of the people of this town came to it from the Eastern States, and appear determined to maintain in their midst institutions which their experience taught them were good for the people of the land from whence they came. There are ten churches, the best of public schools, with a grade of studies as high as any school in the State, from which pupils graduate with a thorough, practical education. There are three newspaper offices in the town, one daily and three weeklies being issued.

**Real Estate** is low in Olney, considering the number of inhabitants; lots can be purchased for from \$50 to \$100 each, on Main Street, which is considered the most desirable in town. When the Grayville and Mattoon Railroad is completed there will be nearly direct communication with Olney and Chicago.

We recommend those who may desire to examine more closely into the merits of this locality to call on or address Mr. Horace Hayward of Olney, Ill. He is fully prepared with all needful information, and will readily impart it.

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## SANDOVAL.

This town is in Marion Co., Ill., on the Ohio and Mississippi Railroad, 280 miles from Cincinnati, and 60 miles from St. Louis, at the point where crossed by the main line of the Illinois Central Railroad. It is in the midst of a great prairie, and an excellent fruit-growing and farming country. The railroad company has an engine-house and large repair shops in this place. There are no newspapers here yet, and there is no doubt but an enterprising person could establish one to advantage. The place is destined to increase.

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## CASEYVILLE.

This town has sprung up at the foot of the great coal-bearing bluffs nine miles east of St. Louis, on the Ohio and Mississippi Railroad, in St. Clair Co., Ill. It is on the eastern side of the great American Bottom, a region of country which has from time to time been entirely inundated by the unprecedented freshets of the Mississippi, since that King of Rivers took its course from the mountains and plains of the North to the mighty Gulf of the South. There is, perhaps, nowhere on the earth found lands of greater fertility than those which lie in this bottom. This town is only impor-



tant from the fact of its being the point from the locality of which St. Louis is supplied with the better part of its coal. The veins of coal are from six to eight feet in thickness and crop out along the bluffs for many miles, affording excellent opportunity for mining it at moderate expense.

## SAINT LOUIS.

This splendid metropolis of the Central West, and capital of St. Louis Co., Mo., stands on the western bank of the Mississippi River, 1,098 miles from New York City, by way of the Pan-Handle Route and the Ohio and Mississippi Railway, and 1,065 miles via Pennsylvania Central, Dayton, Ohio, and Indianapolis, Indiana. There is no important point in the United States, east, west, north or south, from which there is not tolerably direct communication by railroads, or rivers, with St. Louis.

In 1762, Pierre Liquest Laclede, the leading spirit of the "Louisiana Fur Company," obtained, in the name of the company, a grant from the Governor-General of Louisiana, at that time a province of France, to establish trading posts on the Mississippi. Laclede was a man of keen, far-reaching business foresight, and after having carefully examined his field of operations, he established in February, 1764, the principal post of his company on the present site of St. Louis. In his mind this position presented, of all the hundreds of miles in which he might choose, the greatest advantages for the trade he was conducting, and for defense against the many tribes of Indians which then swarmed throughout the great Mississippi Basin. In the estimation of this enterprising trapper, the confluence of the several great rivers within forty miles of this point was of great importance; beside, the location presented the greatest possible advantages and conveniences for building and farming operations, high above the reach of the great freshets to which the river is subject, and yet not precipitous or rugged, but comparatively level. In 1804, Upper Louisiana, as the territory was styled, was transferred to the United States. The first brick house was erected in 1813, and the first steamboat made its bow-line fast in front of St. Louis in 1817. In 1822, a city charter was granted to this town under the name given it by Laclede, in honor of Louis XV. of France, at which time it had a possible population of about 5,000.

After the navigation of the western rivers by steamboats began in earnest, it was discovered that the elements which Laclede had foresaw as calculated to facilitate his enterprise, were working together to build up at this point a great commercial and agricultural center. In 1830, the population of the city had reached the number of 6,694, and in 1840, it had more than doubled, being over 16,000. From this date St. Louis began to be considered one of the most important cities in the West, and it has steadily and rapidly advanced in the face of conflagration, war, and disaster of the most discouraging character, until at this time it occupies a position, and possesses a reputation for substantial worth, second to none of the great cities of the West, and has run up its population to the high figure of over 450,000, which is only exceeded by one—Chicago.

The site of St. Louis is remarkably adapted to the purposes of building a great city, standing as it does upon a series of gently undulating ridges, some of which run nearly parallel with the river, while others are sloped off at an angle of about 45 degrees from the former, all of which spread out on their tops into a comparatively level plain as they recede from the river, and altogether affording, as they rise to a height of about 200 feet above the Mississippi River at high-water mark. The best opportunity for a complete system of drainage and sewerage of that upon which any of the great cities in the United States stand; and which has, no doubt, contributed largely toward the excellent health record which this city is now able to show.

**Hotels.** St. Louis is another of the points upon which a great amount of travel has concentrated, causing the erection of a large number of elegant and capacious hotels. Among them the Planters' House is the oldest of a national reputation; it is an extensive, plain-looking brick struc-

ture, and has been entirely eclipsed by the more elegant and modern Laclede, Lindell and Southern Hotels, all of which charge about \$4 per day. Barnum's Hotel makes a charge of \$3 per day, and is an excellent house at which to stop. We learn, however, that the old veteran whose name it bears, and who presided over it from the time of its first opening for about 20 years, made arrangements shortly after our last stay at his house, during the Autumn of 1875, to close his connection with it, the charge at the St. James Hotel is \$3 per day. There are a number of other houses which make a less charge, as follows: Everett House, \$2 50, Olive St. Hotel, \$2, and Grand Central Hotel, \$1 per day.

**Industries.** We suppose there is no region which excels the Iron Mountain in the yield and quality of its iron, while the quantities of lead and other minerals obtained convenient to St. Louis greatly augment the industries in connection with the metals, which, including iron, is of the most extensive, multiform, and profitable character. The manufacture of Furniture, Carriages, Boots and Shoes, Clothing, and all other useful articles are also extensive, while the commercial industries of St. Louis, in connection with her unequaled river and vast railroad facilities, is of the most grand proportions, and is moved on in a quiet, unboasting manner. The richness and extent of the agricultural country, of which this city is the center and metropolis, excels that of any other in the States, while her railroads in working order and those projected will, when all completed, surpass all in numbers and importance. The Atlantic and Pacific Railroad when completed, which St. Louis should push with all possible speed to its termination, will connect her directly with the Pacific Coast, and the Californian system of railroads, over a less precarious route than that now run by the Union and Central Pacific Roads, will be an achievement worthy of her money and skill.

**Institutions.** Of these we will not attempt a description other than to say, that the churches, cathedrals, public and high schools, seminaries, colleges, and institutes, charities, missions, and hospitals numbered by hundreds, are of the most vigorous character, and are conducted on the best known principles. Her banks and newspapers are numerous and substantial, and her fire and life insurance offices are as well and favorably known as those of any city in the West.

**The Buildings** of St. Louis are noted for their substantial look and character, while there are a large number of elegant and beautiful stores, hotels, churches, banks, and public buildings that excel in their architectural outlines, and she is rapidly building others of yet more imposing designs.

The great steel bridge, which here spans the Mississippi at two reaches, towering above the highest river steamers, and opening a gate for all the railroads from the east to roll into the depots of St. Louis, is the masterpiece of the world in its line, as yet, and beams a ray of fame upon its building engineer, Capt. Eads, which will shine through many generations.

**The Future** of this enterprising city is no less promising than was the past, the advantages which here combined to bring over 400,000 people together in less than 35 years, and to build against many adverse circumstances such a city as St. Louis, with her public works, parks, charities, churches, hotels, stores, warehouses, and her dwelling-houses and palaces, are still operative, and driving with undiminished vigor this grand human spectacle to the coming city, which rises before our thought of the future with proportions and splendor that we will not here attempt to describe.

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## RICHMOND.

This beautiful little Quaker city is pleasantly located on the east fork of Whitewater River, in the eastern part of Wayne Co., Indiana. It is 68 miles from Indianapolis, by the Col., Chicago and Indiana Central Railroad, and 758 miles from New York, by what is known as the "Pan-Handle Route." This section of the State is considered superior to any other in fertility and general de-

sirableness. It was principally settled by Quakers, of the Orthodox school, from 1806 to 1820. The City of Richmond has now over 12,000 inhabitants, and is a very healthy place, it lays high, and is well-drained by the Whitewater River. The principal Hotels are the Huntington, Avenue, and Tremont Houses.

**Industries.** There are two or three lines of railroads which pass through this city, the one above named, on a general course from east to west, and the Cincinnati, Richmond and Chicago, on a course from south-east to north-west. These roads have added greatly to the commercial importance and manufacturing enterprises of Richmond.

The water-power afforded by the river is of a superior character, and there is a large amount of manufacturing in successful operation in consequence. There are Foundries and Machine-Shops, Carriage, Furniture, and Agricultural Implement Factories, Paper and Flouring Mills, and other mills and factories, altogether employing a very large number of people.

**Institutions.** Christianity is highly respected by a large number of people of this beautiful city; the Quakers have their Indiana Yearly Meeting House located here, where they assemble in great numbers once a year. Beside, there are churches of all other leading denominations. The public schools of the place are noted for their efficiency, and the Earlham College, a Quaker institution, has a wide reputation for its scholastic achievements.

Building operations are carried on at this point at very considerable advantage over many towns in the State, and the dwellings show a highly cultivated taste on the part of their builders, as well as their occupants. Their yards are, many of them, beautifully arranged with trees, shrubs, walks and flowers. For the general objects of "Home Building," this point presents as large a number of attractions as any town with which we are acquainted in Indiana.

There are seven newspapers printed in this city.

## KNIGHTSTOWN.

This considerable town is 34 miles west of Richmond, on the Blue River; is in Henry Co., Indiana, on the Indiana Central Railroad, is about 40 years old, is considered a healthy locality, and has at present about 1,800 inhabitants.

The **Hotels** of the town are the Shipman House, \$1 50 per day, and the Tremont House, \$1 per day.

There is considerable manufacturing activity in this town which is facilitated by the water-power of the Blue River. Among the **Industries** of the place are Machine Shops and Mills. There are several churches, good schools, an academy, a bank, and two newspapers. The building at the Mineral Springs, near this town, together with a considerable tract, was purchased by the State a few years since, remodeled and devoted to the purpose of a Soldiers' Home for the disabled soldiers of Indiana, and the indigent widows and orphans of soldiers from Indiana. The country is fertile and well-populated around this point, and it will, no doubt, continue to grow in a slow but healthy manner.



## INDIANAPOLIS.

The largest city and the capital of Indiana is located very nearly the geographical center of the State, on the west fork of the White River, and in Marion County. It is the principal railroad center in the State, and has lines of railroad branching out at all points of the compass, penetrating almost every county in the State, and connecting with all the principal roads and cities of the west. It is 826 miles from New York and 238 miles from St. Louis. The State Capital was located at this point in 1820, the great fertile plain in which it stands was at that time covered with an unbroken forest for many miles in all directions. The years that have elapsed since that and the present time have seen the forests gradually fall before the woodman's ax, ripped into lumber, and converted into farm-houses, barns, bridges, towns and cities, and sent rolling up to the clouds in the smoke of the clearings—have seen even the stumps disappear, the green pastures and waving corn come in their stead, and have beheld the lowing herds feeding without a thought of fear upon a thousand fertile farms, which bore the forests of the Indian's haunts but a little more than a century ago.

During the lapse of these years Indianapolis has added street to street, house to house, institution to institution, and has to-day over 60,000 population.

**The healthfulness** of this city has proved to be good, and such improvements as were needful for sanitary purposes, have been added as the case required. The **Hotels** are only adequate to the demand upon them, although some of them are quite extensive and elegant. The Bates and Occidental Hotels charge \$3 50 per day, and the Mason, Sherman, and Spencer Houses \$3 per day.

**Industries.** The water-power of the White River would be ample for the driving of many great systems of machinery if the fall of the river was greater; as it is, there are a few flouring mills, most of the power used in connection with the different works being from steam. There are several Foundries, Machine, Engine, Car and Repair Shops, Woolen and other Mills, Sash, Door, and Blind Shops, Chair, Furniture, and Agricultural Implement Factories, and a great many minor industries in active and successful operation in this city and suburbs.

The vast systems of railroads which converge upon this capital bring to it a correspondingly great industrial activity, makes it an inland commercial center of the first importance. The extensive coal-beds of Western Indiana are about 40 miles west of this point, which affords the opportunity of obtaining coal in any desired quantity at low rates.

**Institutions.** This city contains over 50 churches, many of which occupy houses of superior architectural elegance, and beside which there are several missions that do not own houses of worship. The different congregations are divided among the Presbyterian, Baptist, Methodist, Episcopalian, Congregationalists, and a few other sects, and there is also a Jewish synagogue. The public schools of this city are models of excellence, and are graded to a standard of scholarship which affords the graduate a complete education. There is beside these the Indiana Female College, the Baptist Female College, and other schools.

The State Institutions are also many of them located here, among them the State Institutes for the Blind, for the Insane, for the Deaf and Dumb, and the Reformatory for Women and Girls. There are also a large number of benevolent and beneficial societies, several flourishing banks and insurance offices, and about 30 newspapers and periodicals published in the place, some of which have a large circulation.

**The Future** of Indianapolis is very intimately connected with that of the State, in fact, there is good reason to believe that it will become, within the next quarter of a century, the largest and most prominent State Capital of any in the Union.

## TERRE HAUTE.

This flourishing city is 899 miles from New York, and 73 from Indianapolis, via the St. Louis, Terre Haute and Indianapolis Railroad. It is on the Eastern Bank of the Wabash River, on the western bank of the Harrison Prairie, and lays high and beautiful, being about 60 feet above the level of the river. Is the seat of Justice of Virgo Co., Indiana, and is on the Wabash and Erie Canal, by the use of which the writer first visited the place, over 25 years since. This city has become a railroad center of importance, and has now about eight different roads branching off north, south, east and west, and also has a population of over 24,000.

The high position of this city has been of great use to it, and its record for *health* in consequence is very good. The **Hotels** are considerable in number and fair in character. The Buntin House charges \$2 per day, and the Wabash \$1 50 per day.

The **Industries** of Terre Haute are largely of a commercial nature; the prairie lands, upon the borders of which it stands, are of the most productive nature, and large quantities of Grain, Flour, Pork, Beef, and other farm products are shipped by way of the canal, river, and railroads to the different markets of the country. There are manufacturing interests springing up here, and, in consequence of its proximity to the great coal fields of the State, they will, no doubt, largely increase.

**Institutions.** This city contains about fifteen churches, some of which own places of worship that are highly creditable to the people who have erected them. The schools are graded much on the plan of those in Indianapolis, and are supplied with competent teachers of the best reputations. The State Normal School for the preparation of teachers is located here; it occupies a splendid building, the cost of which was \$230,000, and there are other schools of special character. There are banks, insurance offices, and about eight newspapers published in this place. Terre Haute is considered one of the handsomest towns in the State; it contains many fine business and public buildings, and is remarkable for its elegant dwellings, many of which are surrounded by beautifully-adorned and shaded grounds. Its streets are wide, and many of them set with well-grown shade trees. It has grown very briskly the past fifteen years, and will, no doubt, continue to prosper.

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## EFFINGHAM.

This town is the capital of Effingham Co., Illinois; it is on the line of the St. Louis, V., T. H. and Indianapolis Railroad, at the point of crossing by the Chicago Branch of the Illinois Central Railroad, a short distance west of the Little Wabash River, and 99 miles east of St. Louis, Mo. The surface of this county is comparatively level, although it is sufficiently rolling to drain well, and is a healthy country.

The population of this small city is something over 5,000, and it contains a few fair **Hotels**, the principal of which are the Effingham and the Fleming Houses; both charge \$2 per day. The country around this point is pretty evenly divided between prairie and wood land; is a good farming country, and the commerce of this town, therewith, is growing in importance. There are also a number of manufacturing interests making their appearance, which will increase in their extent and usefulness, as the demand for their productions widen. There are mines of copper, iron and lead in the county, and are, in some instances, being profitably developed. The slight eminence upon which this town stands, with the neighboring belt of timber, gives it an attractive appearance, and, as bricks are made here in great quantities, many of the houses are of that material. The county buildings and offices add much to the importance of the place, and bring considerable patronage to

its people. There are several churches, well sustained, and the public schools are cared for in a manner characteristic of the majority of western towns. The expense of building and living in this part of the State is generally low, and Effingham is not an exception. It is a railroad center of importance and has a fair start toward future greatness.

There are two newspapers published here, one Republican and one Democrat.

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## HIGHLAND.

This town is located on the western incline of the State of Illinois, near the eastern side of Madison County, and 31 miles east of St. Louis, on the St. Louis, Vandalia, Terre Haute and Indianapolis Railroad. This place has been settled about 35 years, mostly by Germans, and does a flourishing business with the surrounding country, which is of a very fertile character, being mostly prairie. The place has proved to be as healthy as the average of Illinois towns, and has a population of about 3,000. There are a few **Hotels**, the Eagle and St. Louis Hotels taking the lead; charges \$2 per day. There are a few churches and good schools in the place, and, altogether, the town has many favorable points. There is one newspaper published in the place, the "Highland Union," Republican, circulation about 900.

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## NEW DURHAM.

This is the first station on the Northern Railroad of New Jersey after leaving the depot at Jersey City, from which it is distant six miles. It is the beginning of a beautiful line of suburban towns along this road, which stand on the western slope of the Palisades, at an average of about two miles from their precipitous fall into the Hudson River.

These towns have all made their principal growth within the past 12 years, and some of them are not over half that age. They are all equally accessible by this road or the Hudson River, the only difference being in their distance, which absorbs an average of three minutes' more time to the one mile of distance further away, and, of course, the greater distance requires the greater expense of travel. This entire line of towns have been built up by New York business men, who have sought among the hills and valleys of Bergen County, New Jersey, pleasant, airy sites in which to build up their homes, the overflow of a great, overerowed metropolis. Let the man who loves the sunlight and a free, full whiff of Heaven's pure air, go stand in the observatory of a new cottage crowning Mt. Rutherford, at Rutherford, N. J., and look over the meadows and waters of the Haekensaek upon this stretch of sloping green, dotted with these pretty towns and their peaceful spires, which reach up above the pines and elms that shadow their grounds, and silently point to "He that giveth and upbraideth not." And as he looks and behold them one after another, let him remember that these are the quiet homes of New York merchants, bankers, tradesmen, clerks, lawyers, and artists. Then let him return and go stand upon some promontory of New Durham, look toward the west, and count up the similar towns which stand along that high, answering ridge, from Newark to Haekensaek, then let him remember again that these are all *really* New Yorkers; that the time, trouble, and expense of their reaching their homes in these pleasant suburbs is less than it would be were they located instead on Forty-fifth-street, New York, and then let him answer the query which will arise in his own mind, "Is not this good?"

New Durham was formerly known as English Neighborhood. It contains many pretty houses, and will in time be linked to the city chain which is fast filling up along the Heights from Jersey City toward this point. This town is followed by **Grantont, Ridgefield, and Leonia**, all similarly situated.



## ENGLEWOOD.

This is much the more improved point along the Northern New Jersey Railroad; is 14 miles from New York, in Bergen Co., New Jersey. The more elegant part of the town lies on the slope of the Palisade ridge, although a considerable portion of it is built in the English Creek Valley, and on the western side of it. This town was projected about 1860, is exclusively devoted to residences of business men of New York City. The site is well drained, and there appears to be a great unanimity on the part of the people in the idea that they are much more healthy and comfortable than they were in New York. To represent the many beautiful cottages and villas that have been erected here within the past few years would exhaust the entire collection in this work. The cost of building and living in this place is slightly above some other points in the county, although lower than many. The local industries of the place are connected with the building and general family furnishing business. There is a small manufacturing interest struggling for a foothold, but it is the desire of a large majority of the people of the place that factories should be kept at bay so far as possible.

Palisade Avenue is the principal avenue of the town, running nearly east and west, and terminating at the Hudson River, where there is a very popular summering hotel located. There are several well-sustained churches in this place, and a list of schools, both public and private. A mile further north is the depot of

**Highland.** The nature of this location is very similar to that of the former; in fact Grand Avenue runs north and south through several of these Palisade towns—in this one it takes the name of Engle Street. The dwellings of this point are more recently built than those of the latter, but are of the same general class.

**Tenafly** is still another mile further north, 16 miles from New York, and is more nearly contemporary with Englewood, in fact was known a few years since as North Englewood. It is one of the prettiest sites along the road for suburban homes. The prices of real estate at all those points, to this one, will range about with Rutherford, N. J., except at Englewood, where they go something higher.

**Creskill**, a mile above Tenafly, is principally built on the more level plain, in the Franklin Creek Valley, the railroad having veered from the higher ridge, or rather it having contracted toward the river about a quarter of a mile. This point has a much wider plain, and a dry, sandy soil. Madison Avenue of this town runs quite nearly east and west, and about one mile and a half from the depot of Creskill is the old point of

**Schraalenburgh**, which is also reached by a branch of the Midland Railroad, which leaves the Hackensack Division at Ridgefield Park. This old neighborhood has been building up briskly the past few years, and possesses many points of interest. The position is nearly midway between Franklin Creek and the Hackensack River, is high, rolling slightly, and is very fine for the purposes of a suburban town. Lands at this point are quite reasonable as yet, and will, no doubt, greatly advance within a very few years. There are churches, good schools, and a fine depot at this place, and also an additional railroad under contemplation, which will be built within a very few years, and will give the place a great impetus forward.

**Closter** is 19 miles from New York, on the Northern New Jersey Railroad; is also situated in the valley, which is here a considerable plain. The town is building up with the same general class of people as those of its neighboring towns, and is a very pretty place.

**Norwood** is principally on the western side of the railroad on more rolling grounds, which slope east, and commands a fine view of the Palisade Gap, through which the Erie Railway enters Piermont.

**Tappan**, formerly known as Tappantown, is 23 miles distant from New York. This old town is principally built in a valley about half a mile north-west of the station, and is known in history

as being the sight of the grave of Major Andre, the unfortunate young British officer who was tried and executed in this town in 1780, and whose remains were removed to England in 1831, by order of the British Government. This town is in Rockland Co., New York, the State line running between it and Norwood. It is very romantically situated on the sunny side of a bold promontory which stands about half a mile to the north, and on the north-eastern side of which is

**Sparkill.** This village has been making considerable progress, as it is very convenient to the steamboat docks at Piermont, about a mile distant. It is looked upon as a promising place. The railroad divides at this point, and one branch turns down north-east for

**Piermont,** the terminus of the original Erie Railway. It is 25 miles from New York, on the Hudson River, at the lower end of what is known as Tappan Bay, a widening in the river. The great pier of the Erie Railway, which extends a mile into the river at this point, and the bold mountainous hills in the rear gives this town the name of Pier Mont. Before the completion of the roads, which gave the Erie the opportunity of running its trains into Jersey City, this point was one of great business activity. It is a splendid situation for a New Yorker to spend the hot months of the Summer with his family, as it is convenient to his business point, and is accessible both by rail and steamboat. The upper end of the grandest palisade of solid rock on the eastern coast of America drops out of sight just below this point. Tarrytown is opposite, on the eastern bank of the Hudson, and all across the rear is beautiful and picturesque scenery. The situation, especially on the hills, is very healthy, and real estate is not held at an exorbitant rate, but no doubt will continue on an upward tendency. Four miles above this point, so famous in American History, and at the northern terminus of the Northern New Jersey Railroad, which keeps on a direct course from the point at which the branch turns eastwardly for Piermont, is located

**Nyack,** Rockland Co., N. Y. This is one of the largest and most beautifully situated towns in the county. There are several elegant church buildings in the town, and a fine-looking school-house which is very nearly new. There are also a number of private schools, among them a young ladies' seminary. Several large **Hotels** in this village and its surroundings are very popular in the Summer season, and a large number of the beautiful cottages and villas are the Summer houses of New York business people, a much greater number of whom remain in the place the year round than formerly, since the completion of the railroad to this point. This is one of the most lovely spots on the Hudson, the broad Tappan Sea (or bay), three miles wide on the east, across which can be seen one or two large towns, and on the placid bosom of which many sail are always to be seen in the Summer season, lends great charm to the views from its many vantage points at which they may be had. It is a very healthy point, and is now growing in importance much more rapidly than formerly. The roads of the vicinity are noted for their good condition, and the delightful scenery which may be examined from them at hundreds of points. There is a steamboat landing at the river edge, and considerable business in the town. It also contains a bank and two newspapers.

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## CARLSTADT.

This town is ten miles from New York in Bergen Co., N. J., on the line of the New Jersey and New York Railroad, which forms a junction with the Erie Railroad about one mile south of this town, and half a mile east of Rutherford. Carlstadt was projected by a German company about 1855, is now the home of many Germans who are engaged in various pursuits of life, both in the village and in New York City. The present number of inhabitants is about 2,000, who are almost exclusively Germans and their descendants. The place has proved to be tolerably healthy. The site is one of the finest in the county. The town stands on the crown and gently sloping top of one of the highest ridges on the western side of the Hackensack Plains, and can be seen very conspicuously from Hudson City. The industries of this town are characteristic of the people that dwell in it, and show a decided disposition to increase. There is a large Watchcase Factory, which establish-

ment also manufactures the gas used by the town and affords employment to quite a large number of artisans. There are other smaller enterprises which are mostly of a local nature, and in connection with the building interests there is the Planing and Molding Mill of Gustaf Swenson, which is located within a few hundred feet of the depot. This is one of the most useful enterprises in the place, especially as it is a business which concerns the entire building fraternity, both owner and contractor, which are always desirous of obtaining the indispensable articles that a mill of this character supplies. The owner of this mill is the inventor of a machine for setting bandsaws, which is about as desirable to a scroll mill, where such saws are used, as the saw itself. This is the only mill of the kind which is capable of doing good work either at this place or at Rutherford, a mile distant, and is, therefore, with all its noise and dust, an indispensable enterprise. There is also in the building connected with this mill a Sash and Blind Factory owned and conducted by Mr. John D. Jersey. The proximity of his factory to the Molding Mill makes it possible for him to manufacture Doors, Sash, Blinds, and all articles connected with his business at prices as low as can be afforded by any shop of the character, while the presence of such an establishment at Carlstadt is a great convenience to "Home Building" interests. There is a good public free school in this town and a German Presbyterian Church, but the proclivities of a great majority of the people, and their friends who visit their beautifully-located town on the Sabbath, are derogatory to religious institutions, without which, any town must fall greatly in the scale of civilization, and sooner or later into disorder and decay.

There is a newspaper published in this town which is printed in the German language and is well supported. There is also a decided disposition shown on the part of the young men of the place to remodel its social character, and, no doubt, they will in time succeed.

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## HACKENSACK.

This fine old town is the capital of Bergen Co., N. J., is located on the Hackensack River, which is navigable to this point for large schooners, and is on the New York and New Jersey Railroad, 12½ miles from Jersey City. This town is one of the oldest in the State; it was of sufficient importance at the time of the Revolution to have possessed a hotel at which General Washington refreshed himself and horse. It lays on a comparatively level plain about twenty feet above the tide-level of the river, which rises into low ridges, and finally hills of considerable elevation on the west and north-west, about a mile from Main Street, which is the principal thoroughfare. Within the past ten years Hackensack has made a very considerable advance, many New York business men have located their homes here, and several hundreds of beautiful cottages and villas have been erected by them, giving the old town an entirely different appearance, and completely modernizing it. Considerable care has been taken with the drainage of Hackensack, and the place is considered as *healthy* as the average in the county, and contains at present about 4,000 inhabitants.

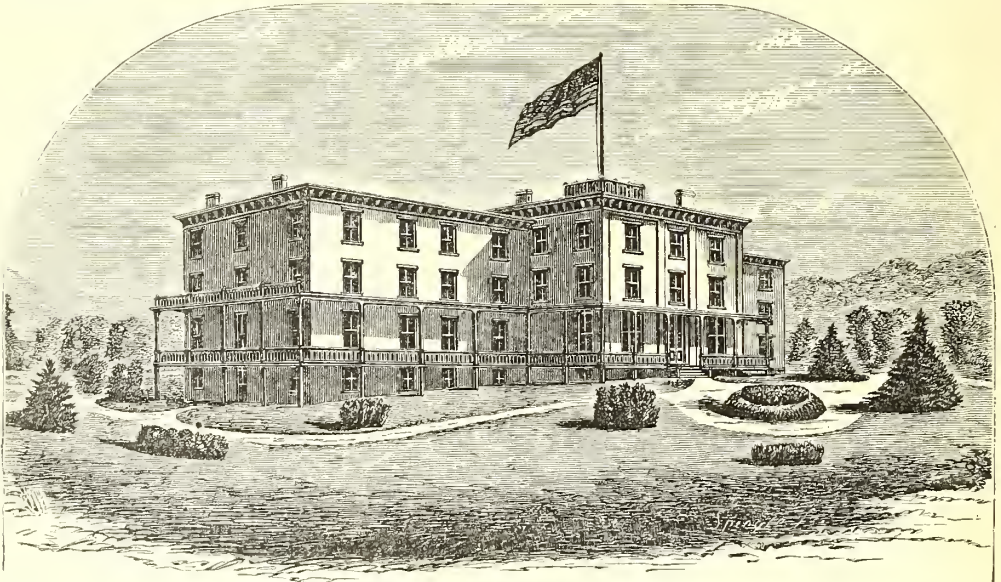
There are three or four **Hotels** in the place, all of which appear to do a fair business, especially during the sitting of the Courts. The industries of this town are largely in connection with the business of the county, the building business, and supplying the household needs of private families. There are Planing Mills, and about two miles south on the bank of the river, extensive brick yards, where there are inexhaustible beds of clay. The city is supplied with water under a Corporation Board, and with gas by a company organized for the purpose. There are churches of all leading Christian denominations, and schools, both public and private, of an excellent character. There are several benevolent and beneficial societies which maintain efficient organizations, two well-conducted and useful banks, insurance offices, and four newspaper offices in the place. The Hackensack Branch of the New Jersey Midland Railroad passes through this town, which has added considerably to its conveniences for travel, and has had the tendency to increase its popularity as a place of



residence for New York business men. There are several popular localities in the neighborhood of Hackensack which are receiving more attention by the new-comers at present than the town proper, itself, and will, no doubt, tend to benefit all adjoining neighborhoods.

## NEWBURGH.

This semi-capital of Orange Co., New York, is perhaps as widely known to the history, literature and art of America as any place of its size in the United States. It is on the western bank of the Hudson River, 60 miles above New York City, and 63 miles by way of the Erie Railway. Its position on the Hudson is one of great natural beauty, with a narrow belt of nearly level bottom lands, scarcely wide enough for a few warehouses and docks; the site rises on several more or less abrupt or level surfaces as it recedes from the river, until it attains, in places, an elevation of over 300 feet above the high-water mark, affording an excellent opportunity for being seen either from the river or its eastern banks. This point was originally settled as a town in 1798; has within the past 30 years received much attention as a place of beauty, combining many attractions and convenient features as a Summer resort for the stifled business men of New York City and their families; and, since it has enjoyed more direct railway communication, many find it possible to reside there permanently and do business in that city. The present number of inhabitants is over 18,000, and increasing more rapidly than in former years, in consequence of manufacturing interests which are developing in the place. There are several good **Hotels** in Newburgh, and some of them are popular as places of Summer resort. The Baldwin House has but recently been completed, and is considered one of the most pleasant houses at which to spend either Summer or Winter on the Hudson; and, as Newburgh is a place possessing a reputation widespread as a delightful spot in nature, and one at which "Home Building" receives more helps of a higher character than at a great majority of our list of cities and towns, we print herewith a view of the Baldwin House and its grounds.



VIEW OF THE BALDWIN HOUSE, NEWBURGH, N. Y.

The position of this city is most favorable to drainage, sunlight, and ventilation, and it is one of the most popular for healthfulness in the State.

**Industries.** The Quassic Creek which enters the Hudson below the city of Newburgh affords a fine water-power which has been extensively improved, and there are in connection with it, and being run by steam-power, a large number of manufacturing interests, among which are Cotton, Woolen, Paper and Paint Mills, also Furniture, Steam Engine, Lawn Mower, Boiler, Lime, Plaster, Cement, and Car Manufactories, Car and Repair Shop, a Bleachery, Saw and Planing Mills, and other establishments. Communication with New York City, by water or rail, makes this a point at which such enterprises can be profitably conducted.

**Institutions.** The people of this place have appreciated and encouraged in their midst religious and scholastic institutions, and, in consequence, there are twenty-one churches, six splendid schools, and a large number of private ones, several charitable institutions, an almshouse, a Home for the Friendless, and a St. Luke's Home for Old Ladies, beside other benevolent and beneficial societies.

**Real Estate.** There are all the ordinary qualities of lots in the market for sale at prices varying from \$150 to \$3,000 per city lot. All streets are sewered in a perfect manner. Farms of all kinds and sizes, adapted to fruits or other specialties, can be had in the neighborhood of this city, and are desirable because of the ease with which their products can be marketed. Any wishing to invest either in lots or farms should, if possible, visit this place before investing, and, in order that they may have the experience of persons long accustomed to observe the nature of the lands, the tendencies of improvements, and those who are thoroughly acquainted with the true values of all the property in the city or vicinity, they should obtain the council and aid of Mr. J. Baldwin & Co. We are personally acquainted with Mr. B., and are glad to be able to refer our readers to so competent and trustworthy a person at this place, as we consider there is, if possible, more need of such help at Newburgh than any place we have before introduced. There are three daily and two weekly newspapers published in this city, which are all well supported.

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## ITHACA.

The capital of Tompkins Co., N. Y., located at the head of Cayuga Lake and divided by Cayuga Inlet. It is 269 miles from New York City by way of the Cayuga Division of the Erie Railway. There are also three or four other branch railroads converging upon this point, the principal of which leaves the New York Central at Syracuse. This beautiful town was projected about the year 1800, but made no considerable progress toward becoming a city until railroad enterprise tapped the locality, and brought the wonderful beauties of its sight and surroundings before the observation of the public, since which time it has received great attention, and is now a noted city of over 12,000 inhabitants. The **Hotels** of Ithaca are of a very fair class; there are several of them, and they all charge \$2 per day. Among them are the Tompkins and Lake View Houses. This city stands in the midst of natural beauties and advantages surpassed by few places in the country, and its health record is among the best.

**Industries.** The region of country tributary to this center is noted for its fertility, and the unusual amount of intelligence and ability developed in the county, on the part of agriculturalists. The soil and climate are particularly adapted to the production of grain, especially wheat and corn, and apples, of the latter every fruit-grower is acquainted with the "King of Tompkins County." The commercial enterprise and growth of this city are largely indebted to the foregoing facts for their prosperity. There is also a large manufacturing interest developed here which is yearly receiving accessions, it is principally in connection with the fine water-power afforded by Fall Creek, which leaps over several falls in the vicinity, and finally mingles with the waters of the lake. Among the manufacturing interests are Foundries and Machine Shops, Tanneries, Woolen and Oil Mills, Planing and Molding Mills, several splendid Flouring Mills, and many other establishments of greater or less importance. The railroads centering here materially aid and increase their operations.

**Institutions.** Ithaca contains over a dozen churches some of which have erected very fine houses of worship. Its public schools are of the most excellent character, and are graded well up. There are also many fine private schools and a good academy.

This city is also the seat of Cornell University, endowed by the late Hon. Ezra Cornell with the handsome fortune of half a million. This institution has only been open about six years, and has already won many laurels.

There are several banks in the place, many other business institutions, and six newspapers and periodicals published in it. Steamboats run daily from this point to the foot of the lake in the Summer season, and stop at most of the important towns along its banks. There are many peculiarities in connection with this city and locality, which combine to induce the idea that Ithaca is destined to become one of the most important places in the State. The facilities for building at this point are among the best, and the cost of living at a low average.

## DE RUYTER.

This promising village is located on the Auburn Branch of the Midland Railroad, in the western part of Madison Co., N. Y. It may also be reached by the Syracuse and Binghamton Branch of the Erie Railway, via Norwich, N. Y. This village was first settled about 1800, and incorporated in 1833, being an isolated inland town until within the past few years railroads have reached it, and it has now about 1,000 inhabitants. It is considered an "exceedingly" healthy place, and its people seem to have a disposition to take the world easy. The Hotel of the town is the Faber House.

**The Industries** of this place are mostly in connection with the commerce it carries on with the rich Hop, Butter, Cheese, and Hay growing country around it, although there is good water-power convenient, and some use is being made of it. The cost of such houses as can be rented for dwelling purposes are from \$50 to \$100 per year, while living is very low, and mechanics' labor demands fair wages. There are five churches in this town, which are divided as follows: One Regular Baptist, one Seventh-Day Baptist, one Methodist, one Union, one Quaker or Friends. There is an excellent graded public school, and good private schools. The society of De Ruyter is highly moral, cultivated, and intelligent.

The "De Ruyter New Era" is the only newspaper published in the town, and is the largest and best conducted in the county; its editor and publisher, Mr. John R. Bedin, established this paper in the Fall of 1870, which is Republican in its politics. This gentleman also went to Utica in 1873 to the Republican State Convention, also in 1875, in both cases as a delegate from Madison County. He is also chairman of the Republican Committee of the town of De Ruyter, and one of the trustees of the village; is six feet three inches high, and weighs 215 pounds; is one of the most *weighty* members of the press in the State of New York.

## NEWARK, NEW JERSEY.

This splendid city is much the largest one in the State; it is nine miles from New York, on the right bank of the Passaic River, just above the head of Newark Bay, and is the capital of Essex County. All the great railroads which leave New York for the North, West and South, through the State of New Jersey, either run directly through Newark or have a branch road which does so. The Morris and Essex Railroad, the route along which we are now proceeding to sketch a few desirable places, leaves New York at the foot of Barclay Street, by way of superior ferry-boats which



meet the cars at Hoboken, passes through the northern portion of Newark, holds on a nearly western course to Morristown, where it wheels directly north, and continues so until it reaches Denville, where it again assumes a nearly western course to Waterloo, at which point it commences a south-westerly direction and continues it with slight variations until it reaches Easton, Pa. The New Jersey Railroad leaves New York at the foot of Cortlandt Street, via splendid ferry-boats, which discharge their passengers into a capacious and elegant ferry and railroad depot at the foot of Montgomery Street, Jersey City, where they take the trains which run out through a deep cut, cross the Hackensack Meadows and River and the Passaic River, and pass through Newark nearly on a central line, stopping at two or three depots, and so continue on a nearly southern course until it reaches Philadelphia, Pa. The Newark branch of the Erie Railway touches the northerly boundary of Newark at the Passaic River, and then veers in a northerly direction to Paterson, N. J. The Newark branch of the New Jersey Central Railroad runs into Newark at its eastern side, and has a splendid depot on Broad Street, near the center of the city. Newark was settled in 1666 by a company from New Haven, Conn., over 200 years ago, and is one of the oldest cities in the State.

The main and older part of the town stands on a gently sloping plain, which will probably average 50 feet above the river level; on the westerly side this plain rises into ridges, which increase in height until an elevation of about 200 feet above the Passaic is obtained. This city did not make a great increase in population until the completion of the Morris Canal which gave it a decided start ahead, and when railroads began to add their invigorating influences its proportions still more rapidly increased, although the last twenty years have seen its numbers multiply at a rate only surpassed by some of our prosperous Western cities, and it has now about 135,000 inhabitants. The high plain upon which Newark stands affords an excellent surface drainage, while the city was early sewered and such sanitary regulations adopted as seemed to be required by the progressive growth of the place, and in 1870 the *health* record of Newark was of the highest character, and, in fact, it has long been considered the most healthy place in the United States but one.

The Continental Hotel and the Park House are among the best establishments of their kind in this city, and charge \$3 per day each; the Newark Hotel is organized on the European plan, and charges \$1 per day for its rooms.

**Industries.** It has been said that "Newark has not a single lazy bone in its body," and any one who will undertake the inspection and observation of its 700 factories, mills, founderies and shops, and its 25,000 busy, industrious and ingenious men and women engaged in them, will, after having completed the round, we have not a thought of doubt, be thoroughly convinced that the people of Newark at least "mean business." In order to chronicle all the products of this people, we should have to run the entire gauntlet of mechanic and artisan skill; however, among them we will mention some of the more prominent, viz.: the manufacture of Machinery, especially that used in Wood-Working, Hardware, Plumbers' Goods, Harness, Boots and Shoes, Flour, Varnishes, Trunks, Clothing, Thread, and a great variety of Jewelry, Watches and Clocks, Carriages, Furniture, and Household Goods in general.

**Institutions.** Newark is another remarkable example of a fact we have before noticed, that where the people are the most largely and busily engaged in productive industries which keep their hands and their minds active and bright by the friction of improvement and the healthful life force of labor, we may always expect the greatest care for Christian institutions and the highest and best developed school systems. The churches of Newark are over a hundred in number, and divided among all the leading evangelical denominations; beside there are many missions, benevolent, and charitable societies, both of a private and public nature. The banks, insurance offices, and newspapers of this city are also numerous, and many of them the oldest and best known in the State.

**The Buildings** of Newark and its surroundings are of a high order, and many of its churches, public buildings and residences are of a very superior quality, while the cost of living and building in the place is very low, as will be seen in the tables. This beautiful city is destined to stand first in the State until it shall become the center of the great metropolis mentioned elsewhere.

## ORANGE.

This splendid city of residence for New York and Newark business people is three miles from the latter place and thirteen from the former, by the Morris and Essex Railroad, and is in Essex County, New Jersey. It is also connected with Newark by horse cars, which run regularly about every fifteen minutes.

This town has been making constant advance for about twenty years, and is one of the best known and most popular localities within the same distance of New York, in the State of New Jersey. "Orange" is also the name of the township, "East Orange" township is immediately east, while "South Orange" is adjoining on the south-west, the Morris and Essex Railroad bisecting all three and having one or two stations in each. The middle town, or Orange proper, being greatly the more important and advanced place of the three, is bordered on the north-west by Lewellyn Park, and is really no longer a town, but is a splendid city of about 25,000 inhabitants, with all the conveniences of McAdamized streets lighted with gas, and paved sidewalks. The site of this city is well drained, is comparatively rolling, well elevated, and flanked on the north-west by the First Mountain. It has received most of its population from the business circles of New York City, and one of its strong marks of attraction for them was its freedom from disease and noted *healthfulness*.

This city was among the first in New Jersey which began to attract the attention of New Yorkers who wished to find a convenient, desirable place which should combine convenience, healthfulness, and rural beauty, and, although a large number of the persons living here at present make it their Winter as well as their Summer homes, yet there are many who spend their Winters in New York, Brooklyn, or some other great city. There are a few good **Hotels** in Orange, among them the Central Hotel, \$2 50 per day, and the City Hotel, \$2 per day.

The principal **Industries** of Orange are confined to the different trades which combine in house building, and small merchants who cater for the wants of households.

The cost of building at this and the adjoining places on the railroad is low, and the class of buildings which have been put up would, perhaps, exceed our entire list.

Orange contains a large number of churches, schools, and kindred institutions, many of which are of a superior character, and some of which lead all others in their lines. There are four newspapers published in this city, all of which appear to be liberally sustained.

The future of Orange is, in our estimation, more intimately locked with Newark than might at a casual glance appear, although a careful study of their plans and positions will readily suggest that they are destined to become one at no distant future.

**Bloomfield** is 11 miles from New York by way of the Montclair Railroad, it is about the same distance from Newark as Orange and is connected therewith by the Bloomfield Railroad. This place is occupied largely by New Yorkers, and is a beautiful locality. It has about 6,000 inhabitants, and is growing in importance. Two miles further on is

**Montclair**, a large portion of which is built well up on the slope of the First Mountain, and not altogether different in its general character from Lewellyn Park, two miles south of it; both of these places are well supplied with good churches and schools, and are occupied by a superior class of people in moral and intellectual culture.

**Milburn** is six miles beyond Orange on the Morris and Essex Railroad and 19 miles from New York. Just east of the station the road passes around the end of the Orange Mountains, and has at this point a grade of about 80 feet to the mile, which shows its high position, and gives some idea of the delightful nature of the locality. The Rahway River, which rises between the First and Second Mountains of the Orange group, passes through this place, and affords fine water-power a large portion of the year, which has been utilized by some small manufacturing concerns.

**Summit** is 22 miles from New York by way of the Morris and Essex Railroad. It is on the top

of the mountain, and its site affords more beautiful and extended views than any other point on the route, it is building up rapidly and has good churches, schools, and a public library; it is, no doubt, destined to become a large and popular town.

**Madison** is beautifully located on a high plain which forms a water-shed between the Great and Black Brooks, and is a very fertile and healthy location. This place was originally known as Battle Hill, which name was dropped after the influx of merchants and professionals from New York City, and the present one adapted instead. There are many elegant large places in the vicinity of this town upon which their owners have lavished from \$100,000 upward. It is 27 miles from New York City by way of the Morris and Essex Railroad, in the eastern portion of Morris Co., N. J. The country from this point westward begins to assume a more mountainous character, and affords varied and beautiful scenery. The Drew Theological Seminary, Methodist, is located here, there are several good churches and schools in the town, and the sale of rum is prohibited.

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## MORRISTOWN.

This fine city is located on the Whipping River, 32 miles from New York City, in the south-eastern center of Morris Co., N. J., on the Morris and Essex and the Delaware, Lackawanna and Western Railroads. It is built upon a high, nearly level plateau, and is studded about with ranges of fertile hills. It is the capital of Morris County, and is the market for one of the most productive and profitably farmed regions of the State. It is an old town, having been projected over a century ago, although it has received most of its population within the past 20 years, many of them being from New York City, and they now number over 7,000. The beauty and *healthfulness* of this locality attracts many people to its borders during the Summer months, and a large proportion of them become so much attached to the place as to be induced to make it their permanent home.

The demand for **Hotel** accommodation is on the increase, and there are a number of very fair ones ready to offer the supply; among them are the Marsion House, \$2 to \$2 50 per day, the Farmers' House, \$2 50 per day, and the United States Hotel, \$2 per day. A beautiful sheet of water known as Speedwell Lake, in the northern part of the town, is quite convenient to the hotels and is an attractive feature.

**The Industries** of Morristown are connected with the iron interests which abound in Morris County, the manufacture of Paper, and other goods, and largely with the agricultural commerce of the county.

The influx of New York business men with their families has made a great change in the architectural aspect of this town within the past 20 years, and it now contains many elegant and beautiful cottages, villas, public buildings and churches. The public square is a very fine feature of the city, and many of the streets are shadowed by large, fine old shade trees, while great care and taste is displayed in the adornment of the yards and private grounds of a large number of the homes of Morristown and surrounding country. The roads in the neighborhood are first-class, well cared for, and driving upon them in the midst of so much fine scenery is exceedingly enjoyable.

The religious and moral tone of this people is at a high standpoint, while intellectual culture is fostered and encouraged with much care, in consequence of which the churches and schools of the place are numerous and of the very best in class. The house occupied by General Washington on the two occasions that this place became the headquarters of the American army during the Revolution, and the ruins of an old fort are still in existence.



## BOONTON.

This finely-located town is on the Delaware, Lackawanna and Western Railroad, 32 miles from New York, in the north-eastern part of Morris Co., New Jersey, on the Rockaway River. It is also on the Morris Canal, and is about eight miles north-east of Morristown, on the sunny exposure of high table lands, flanked on the north-west by lofty hills. It is a town of over fifty years' standing, has about 3,000 inhabitants, and is one of the towns in New Jersey noted for its healthfulness and pleasant climate. Since the completion of the Boonton branch of the Delaware, Lackawanna and Western Railroad, via Paterson, this place has shown more signs of forward movement than it had formerly.

The principal Industries of Boonton are the manufacture of Iron from the crude ore to the finest quality of Nails to be had in the New York market; in fact, almost all the siding and clapboarding of the thousands of pretty houses that have been erected within 50 miles of New York during the last 15 years is supposed to have been put on with Boonton fives or sixes, the reputation of those nails stand so high. The Morris Canal affords cheap and convenient means of reaching the great markets for such heavy goods, and aids much in the general commercial enterprises of this town, while the railroad completes its appliances for transportation.

There are a number of churches and good free schools in the place, and other institutions of worthy aim and increasing fame.

There is a newspaper published here, the "Boonton Bulletin," Republican, which has a circulation of about 800, and is otherwise tolerably well supported. Boonton and its rich, beautiful surroundings will not fail of prosperity.

**Dover** is another fine town of Morris Co., New Jersey; it is 43 miles from New York by way of the Morris and Essex Railroad; is also on the Rockaway River and Morris Canal. It is in the midst of the iron-mining region of the State, and is principally engaged in manufacturing iron and steel in various forms. It is also in the center of the mountainous lake region of the county, has two good Hotels, churches, schools and other institutions of importance; and is one of the most pleasant and healthful sections in the State, and one in which 'Home Building,' by the wearied, retiring merchant or professional of New York, might be engaged in with many advantages. There is a bank and a newspaper office in Dover, and the town is showing signs of a new departure from the ruts of half a century.

**Washington** is 71 miles distant from New York by the Morris and Essex Railroad; is at the junction of the Delaware, Lackawanna and Western Railroad, and is in Warren Co., New Jersey. There are desirable features of transportation, and facilities for commercial transactions combined at this point worthy of note. It is at the crossing of two important lines of rail, and on the Morris Canal.

**Delaware Water-Gap** is on the line of the Delaware, Lackawanna and Western Railway, at the point where the Delaware River, after a journey of near 200 miles from toward the north, amid towering mountains and shadowy forests, bursts through the barrier of the great Blue Mountains on its way to the South and the Atlantic Ocean. The Gap is a narrow opening through the mountain, on either side of which towers a wall of rock over 1,500 feet high, and through which the railroad passes within a short distance of the river. This point has been growing in importance as a Summering place the past few years, and is well worthy all the reputed attractiveness accredited to it and the surrounding mountain scenery. It is just out of Jersey in the eastern edge of Pennsylvania, has a healthy pleasant atmosphere and a pleasant hotel at which to rest—the Kittatinny House. This is one of the nearest points at which New Yorkers may get a breath of genuine mountain air and a glimpse of grand mountain and river scenery combined. It is also the neighborhood from which the Kittatinny blackberry was introduced to the gardens of New Yorkers.

## SCRANTON.

This important coal and iron center is on the eastern bank of the Lackawanna River, in the northern end of Luzerne Co., Pa. It is also an important railroad center, being the point of meeting of the Lackawanna and Bloomsburg, Delaware, Lackawanna and Western, and the Lehigh and Susquehanna Railroads, with other branch railroads. The place was formerly known as Lackawanna, but was incorporated as a city in 1866, under its present name, and having made very rapid progress the past fifteen years, it has now a population of over 50,000.

Mountainous countries are mostly considered very *healthy*, and we have not been able to learn that the people among the Alleghany Mountains have experienced an exception to the rule.

The Wyoming House, \$3 per day, is considered the best in this place, although there are several others, among them the Washington House, charges \$2 per day, and the Scranton House is on the European plan.

The Industries of Scranton are very extensive and are rapidly growing in magnitude; it is in the heart of a great coal, iron and lumber country, and contains many Iron Foundries, Machine Shops, and other iron and steel manufacturing concerns, extensive mills manufacturing Lumber, Sash Doors, Blinds and Moldings, Silk Mills and many other enterprises of a productive nature.

The Institutions of the place are also quite numerous, appear to be wide awake and efficient. There are over 25 churches, good public and private schools, banks and banking-houses, two daily and six weekly newspapers, and several insurance offices, among which that of Mr. J. W. Howell is prominent.

Among the native materials required for building purposes are iron, wood, especially hemlock, brick, stone, lime, sand, &c., all of which are sold at low prices, while the cost of mechanics' labor is about the same as at New York, and in consequence of the low price of materials buildings can be erected at a less cost than at the last named place. The cost of living at this city is about the same as at Philadelphia, while rents are comparatively lower.

The great coal and iron interests of Scranton are of a permanent nature, and will continue to maintain a progressive influence over the industrial population of the place, and another quarter of a century will see among these mountains a city of 100,000 people industriously employed.

**Home Seekers** who have for the past 12 years been attracted from the cities of New York and Brooklyn to the lands, towns and cities of New Jersey, that are bisected by and contiguous to the Central Railroad of New Jersey and its connecting lines, have found that road a prompt, obliging, and satisfactorily conducted means of travel between their places of business and the points at which they have chosen to build up their homes. The ferry-boats of this road leave New York at the foot of Liberty Street, from a ferry-house and depot that is well-arranged and convenient to the street, not compelling the traveler to pass through a funnel-like passage of several hundred feet in length, as is the case at other points; the boats are equal if not superior to those of any other line on the North River, make their trips regularly and promptly, and on arriving at the depot and ferry-house in Jersey City, which is also well and conveniently arranged, the cars are near at hand and comfortably found; without, as is the case at one other place, at this time, the necessity of the passenger running the gauntlet of street-cars, street-crossings, among freight wagons, an exceedingly extenuated box-like passage, a cluttered waiting-depot of 150 feet in width, and finally a howling guard and a long platform to the cars, perhaps 100 feet outside of the depot, which altogether forms a labyrinth of difficulties, exhibiting a degree of utter neglect or stupidity of management completely appalling to any business man, woman, or child.

The passenger has reasonable time to reach the train when the signal is given, and it moves quickly and rapidly away, continuing its motion until it reaches the first station at which it is destined, where it makes the halt, and again moves promptly forward; and so continues to its final stopping point. Of the hundreds of persons we have conversed with, who regularly travel this road, we have never found one who was disposed to complain, which we cannot say of any other road running out of New York. A run of 20 minutes from the ferry-house at the foot of Liberty Street reaches

**Greenville.** This place has 26 trains daily, each way, stopping at it, and it is beautifully located on the Bergen Ridge, which is the southern and gradually sinking end of the spine of the Palisades. Horse cars run through this part of Jersey City direct to Montgomery Street.

**Pamrapo** is the first station within the city of Bayonne, and is in nearly all respects similar to the former place, having the same number of trains and being only three minutes further away, while the central station of this ward known as

**Bayonne** is another two minutes' ride, and is on Bayonne Avenue. The city of Bayonne was incorporated in March, 1870, and comprises all that point of land bounded by the Morris Canal on the north, which is now the southern boundary of Jersey City, on the west by Newark Bay, and on the east and south by the Kill Von Kull and New York Bay. It lays high in the center, and gently rolls toward the water on either side. It has now a population of over 8,000, is a healthy ridge, and is building up rapidly.

**Centreville** is another station in Bayonne, is 28 minutes from New York, has 26 trains each way daily, while three minutes further on is

**Bergen Point**, which is the most thickly-populated and best-improved portion of Bayonne, and is 31 minutes from New York, having 32 trains daily, each way. This and all the previously named places have church and good school accommodation, flagged and planked sidewalks, and gas in the streets, are all connected with Montgomery Street, Jersey City, by horse railroad, and are all rapidly building up. Bergen Point was first settled about 1616, has many pleasant and attractive features, is one of the most accessible places for New Yorkers of any other of the suburbs of that city, and there is but little doubt but that the City of Bayonne will be completely and densely built up within the next quarter of a century.

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## ELIZABETH.

This beautiful and highly-improved city is 12 miles, and is a run of 36 minutes, by way of the Central Railroad of New Jersey, from New York, and at this point the New Jersey Railroad crosses the Central. It is on Staten Island Sound, at the foot of Newark Bay, and is the capital of Union Co., New Jersey. This part of the State was settled in 1665, and during the revolutionary struggle the borough of Elizabeth was noted for its patriotic zeal and courage in the good cause of tyrant yoke-breaking. This city was at one time the capital and principal town of the State, but has, within the past 50 years, been outgrown by Newark, Jersey City and Paterson. The past 15 years has seen a complete change take place at this point. The old town has become a new one of splendid appearance; it has revised its charter and limits, and now embraces what was known as Elizabethport. It has thoroughly sewered, graded and paved its streets, and thousands of beautiful cottages and villas have been erected along them, and it has also increased its population from about 5,000 to about 30,000. It lays on high, well-drained land, and is a healthy city and country.

**The Industries** of Elizabeth are numerous and some of them of an extensive character. The Singer Manufacturing Company have extensive works at the foot of Newark Bay, and about a quarter of a mile below, on the Sound, is an extensive coal depot, where over 5,000,000 of tons of coal are handled annually. There are also Carriage, Spoke, and nearly a hundred other factories



in operation, and there is a large industry in connection with the building business in its various branches.

**Institutions.** Elizabeth has always been noted for the high moral and social tone of its people and, although the great majority of its present population have come in from Brooklyn, Jersey City, Newark, and other points within the past fifteen years, yet its reputation in the above respects has been well sustained.

There are about thirty churches, ample public and private schools of the highest character, six banks, several insurance offices, an orphan asylum, eight newspapers, among them three dailies, and many other institutions of different natures. The rapid growth of this city between 1865 and 1873 was very remarkable, and, although it has not advanced so rapidly the past three years, there is no doubt but that its splendid means of communication with New York will push it forward again.

Roselle is 15 miles from New York, on the Central Railroad of New Jersey; is beautifully situated on lands about 75 feet higher in elevation than those upon which the city of Elizabeth stands. There is a fine hotel here, the Mansion House, which is well filled during the Summer season. The appearance of this station is one of remarkable neatness, while the cottages and villas of its people, with their tasteful grounds, show a degree of culture at once pleasing and attractive to the home seeker of any considerable degree of refinement. There are Baptist, Presbyterian, Methodist and Episcopal churches here, and good schools. The place is healthy, growing rapidly, and will, in a few years, most likely, become a part of the incorporate limits of Elizabeth. Building lots can be had at present, in desirable locations, at \$250 per city lot, but will rapidly rise.

**Cranford** is two miles west of Roselle, on the Rahway River, in Union Co., N. J.; its new growth is about twelve years old, and it has a population of about 2,000, mostly New York business men and their families, as is also the case in Roselle. The site of this town is comparatively level, although it has sufficient roll for good drainage. There are churches of two or three denominations, and good schools in the place.

The class of buildings that have been erected here compare very well with the line of houses in this work from 1 to 34, and the cost of erecting such dwellings at this point is not above the average, although the want of building stone is felt to some extent. The people of Cranford are not behind their neighbors in spiritual, moral, and intellectual culture. There are 17 trains daily, each way, between here and New York.

**Westfield** was settled about 150 years ago, and has been known as a town since the days of Washington's encampment at Valley Forge; but, like all the inland towns within 50 miles of New York, it remained for nearly a century in a dormant condition, and, until the Central Railroad was completed, there had been but little change in its population during those long eventful years. It is beautifully situated on high rolling lands, and has a station with an adorned park around it, which is an honor to both the people and the railroad, as both have aided in the work. It is 19 miles from New York, requires 59 minutes to reach it from that point, and has 20 trains daily each way. It is in Union County, and has a population of over 5,000, about 225 of which are commuters on the railroad, and go daily to their business in New York.

From the crown of the gently sloping ridge on the south side of the railroad, where a large number of elegant villas and cottages mark the locality of as many pleasant homes, the scenery to the north, east, and west, is of a charming character. The steeples of Newark can be seen pointing upward on the north-east, while on the north and north-west are the bold tops of the Orange Mountains and Long Hill; quietly resting in the immediate mid-distance is the older portion of Westfield, and just beyond a beautiful undulating valley.

The *health* of the people of this town has been very satisfactory, and every needful precaution is taken to maintain the healthfulness of the place. The statistics of the township of Westfield show that, in 1839, one-half of its population were over 70 years of age, a fact which also indicates the cause of the slow progress of this place previous to the building of the Central Railroad to be the continual emigration of her young men to places more accessible to the world.

There are five churches in Westfield, which are divided among the Methodist, Baptist, Presby-

terian, Episcopal, and Roman Catholic; a splendid public school and good private tutors; a public hall and library, several lodges and other organizations, and a neat looking weekly newspaper.

The dwellings of this town are well represented by our list, and the cost of building can be seen in our tables. Westfield is destined to outstrip most of the towns along this route within the next fifteen years. Lots are worth from \$250 to \$500 each, according to location.

## PLAINFIELD.

This well-known city is in the south-west corner of Union Co., New Jersey, and is one of the most attractive on the line of the Central Railroad of New Jersey. It is 24 miles from New York; is reached in one hour by express trains, in one hour and ten minutes by accommodation trains, and has 20 trains each way daily. Plainfield was first laid out in 1735, but, like Westfield, did not succeed in inducing a very large number of people to settle permanently within its borders until after the completion of the Central Railroad of New Jersey, when it began to take on new life, and has three times doubled its population within the past fifteen years, which now number about 12,000. The locality is well drained by the Green Brook on the north and west, which also divides Union from Somerset County at that point, and by small brooks which are tributary to the Rahway River on the east, while such artificial drains and sewers have been constructed as the necessities of the case demanded, and the city has proved to be one in which the *healthfulness* of the people is above the average.

The City Hotel is a very well-kept house, and is but a short distance from the depot.

The Industries of this town are largely connected with the building business in its various offices, while the rich agricultural country around the point has in times past been an important excitant of commercial life, and still adds much toward its support.

There are also a number of manufacturing concerns on a limited scale, and a growing commercial activity as the place increases and the demand for household ware and implements become greater. The grand feature of Plainfield is that it is one of the most attractive and pleasant, best improved and peopled cities of residence for New York business men and their families that can be found within the same radius from that place.

**Institutions.** There are about sixteen well-sustained churches in this city, a Young Men's Christian Association, and other religious organizations. The sectarian sentiment of the people is divided between the Baptist, Presbyterian, Methodist, Quakers, Seventh-Day Baptist, and there is also a Roman Catholic congregation. There are excellent public and private schools in the place, and two or three boarding-schools of good reputation, two banks, two newspapers, and several other institutions of benevolent and business characters. The city is provided with a fire department and a police force, and is one of the best regulated and governed little cities in the State.

"Home Building" in Plainfield has been carried to a degree of perfection highly creditable to the people that abide in the many exceedingly pleasant and attractive-looking houses that stud its shady streets; and, as the place is so short a run from New York, no persons who are awake to the hardships and dangers of "Home Building" in that or any other great city, and are thinking of retreating to some of the many blessed places of refuge within an hour's ride of New York, should not fail to visit this favored one, on a tour of observation. The people are cultivated, and encourage religious and intellectual progress; are social, and foster that degree of fraternal intercourse which blesses a home and endears it to all hearts.

## SOMERVILLE.

This town is the county seat of Somerset County, New Jersey, of which it is also very nearly the geographical center. It is an old town, possessed a tavern in the days of the Revolution, but, like the last two spoken of, it did not make any great advance until after the noise and rush of the locomotive became familiar to its people; when, also, like those, it in a very few years doubled and quadrupled its numbers, until it now claims about 3,000 inhabitants. It is on the northern bank of the Raritan River, is a very healthy, well-drained town, and has three or four comfortable **Hotels**, all of which charge \$2 per day. The town is principally built along the Old Turnpike road, which was the great thoroughfare from Elizabeth to Easton before the days of steam and steel, and is beautified by many grand old shade trees.

The South Branch Railroad diverges at this point, which adds somewhat to its notoriety. The country in which this town stands is very fine, and possesses many features of attractive beauty, some of which can be seen from the cupola of the Court House. It possesses four churches, a fine public school, an academy and other private schools, two banks, three weekly newspapers which have good circulation, and other institutions of the nature of secret societies. Somerville is 36 miles from New York, and it requires the trains of the Central Railroad of New Jersey 1 hour and 34 minutes to reach it, which will prevent its ever becoming so popular as a home for people who do business in New York as the towns and cities nearer that point, although it will continue to increase in favor.

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## EASTON.

On the Western bank of the Delaware River, where it is entered by the Lehigh and Bushkill Rivers, stands this industrious city and capital of Northampton County, Pa. It is 75 miles from New York by way of the Central Railroad of New Jersey, 85 by the Morris and Essex Railroad, and 82 miles from Philadelphia by way of the Belvidere Division of the Pennsylvania Railroad. It is also connected with all points west, as it is one of the important railroad centers through which the "Allentown Route" passes, and it is on the Lehigh and Delaware Canal.

In 1738 this town was first laid out, but it was not incorporated until 1789. In 1860 it had a population of nearly 9,000, and it has now over 20,000. Located upon the high banks of two rapid-running rivers, well sewered and drained, Easton has maintained a reputation for *healthfulness* surpassed by very few cities in the State and it possesses several good **Hotels**, one of which—the United States Hotel—claims to be first-class, and charges \$4 per day, while the Franklin House charges \$3 50; the Mount Vernon Hotel, \$1 25, and the Farmers' and Mechanics' House, \$1 per day.

**Industries.** Easton enjoys remarkable commercial facilities in connection with her railroad and canal communications with the great markets of New York and Philadelphia, and possesses more extensive manufacturing interests than any other city of its size within the same distance of those markets. Its water-power facilities are excellent, and are employed in several lines, among which are Oil Mills, Flouring Mills, and Cotton Factories. There is at this point also many very large Iron Foundries, Machine Shops, Saw Mills, and a great number of other producing interests. The country around is highly cultivated, rich and productive, abounds in iron ores, and a fine quality of limestone.

**Institutions.** This highly industrious people are not negligent of matters which are of more



vital importance to the growing minds of its young people, and more encouraging to the hearts of its old men than themes and schemes for the production of wealth. Here in the midst of smoking furnaces, rumbling mills, thumping hammers, and whirring machinery, churches of all the leading denominations of Christians are well sustained, and a large proportion of the people gather within their different temples on the Sabbath day to worship God. A good education is regarded as among the essential elements of a young person's preparation for the life struggle, and there are well-appointed public free schools, where all the branches of an English education are taught, and this place is also the seat of Lafayette College, a splendid institution of learning, which has flourished over 40 years, and has a library of about 6,000 volumes. There are also several academies of good reputation, and among the commercial institutions are banks, insurance offices, several newspapers, among them two dailies, three or four weeklies, and a monthly devoted to the interest of the United American Mechanics, which are a strong, high-toned and flourishing body of patriotic Americans. There is also a public library of a superior character, and a large number of other institutions, which complete a list unusual in extent for a city of the population of this one, and mighty in their influence upon the destinies of the people.

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## ALLENTOWN.

This town made famous by its name being the title of one of the most popular and best conducted routes that is run from New York to the West, is the capital of Lehigh Co., Penn. It is beautifully located on a high plain between the Lehigh River and Jordan Creek, and is 92 miles from New York. It is in the midst of a fine agricultural region, is thoroughly drained and sewered, has a population of over 16,000, and is a very *healthy* city. The principal public house is the American Hotel, which charges \$3 per day.

The canal of the Lehigh Coal Company passes through this town, and also the Lehigh Valley Railroad, which, with the through route of the New Jersey and Pennsylvania Central, allow excellent opportunity for transportation and adds much to the commercial prosperity of the locality. There are near this center extensive iron mines, and fine limestone and roofing-slate quarries, which are largely worked and yield a profitable return. There are extensive furnaces, founderies, rolling mills and other manufacturing enterprises, which employ a large number of people.

There are also churches of all the leading Christian sects, banks, societies of benevolent, benificial, and patriotic characters, and eleven newspapers and periodicals published in the place. It also contains a theological seminary, a fine academy, and a military institute, with well-organized public and private schools. There are several mineral springs, and a bold promontory known as "Big Rock," near the town. The latter is about 1,000 feet high and is an interesting feature of the locality. The buildings of Allentown are largely of stone and brick.

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## READING,

The capital of Berks Co., Penn., is located on the east bank of the Schuylkill River, and on the direct line of railroad known as the "Allentown route," 123 miles from New York, and also on Reading and Pottsville Railroad, 52 miles from Philadelphia, Pa. The site of this city is very fine; it rises gently from the river toward the east, until it reaches Penn's Mount, which lifts up boldly and shuts in the country on the east. Reading was first settled in 1773, was laid out in 1748 by Thomas and Richard Penn, incorporated as a borough in 1783, and as a city in 1847, at

which time its population was about 9,000, and since which it has steadily grown in numbers and enterprise until it now possesses a population of over 40,000, and is the fifth city in numbers in the State of Pennsylvania. The lands upon which the city stands are favorable for drainage and sewerage purposes, and the people of the place have taken advantage of the fact, thus securing to themselves, as their metropolis increased in extent, a thorough protection against plagues that are known to propagate and spread in populous cities where imperfect drainage exists; and in consequence Reading enjoys the comfortable assurance that its little ones are not unduly exposed to the insidious poisons of malaria, and other deadly elements, which steal away life in the dark, and rob happy homes of their greatest earthly treasure. To be thus confident that one's home is located in a place which possesses the elements of perfect *healthfulness*, relieves the nerves of the parent from that anxious strain which early wrinkles the brow and brings pallor to the cheek, and which no diagnosis that does not completely demolish the cause can relieve.

The Hotels of Reading are a fair class of houses, the Mansion House, \$3 per day, taking the lead.

The Principal Industries of this unusually busy, prosperous people, are connected with Mining and Manufacturing Iron, of which there are great deposits in the immediate vicinity of the place. Among the different enterprises in this connection are Furnaces, Rolling-Mills, Foundries, Forges, Machine Shops, &c. In other lines, there are Wool Hat Factories, Shoe Factories, and Mills of various characters. There are also near at hand, large lime and sandstone quarries of a fine quality, and extensive coal mines, all of which add their weight to the general good.

The Schuylkill Canal, which runs directly to Philadelphia, with the several lines of railroad communication, form extensive facilities for commercial operations, and with their demands for running help and repairs, complete the industrial resources of Reading.

**Institutions.** We doubt if there is another city in the United States that can show a greater number of organizations which fall under this head than Reading, and in order to give a more perfect idea of the tendencies and divisions of this people, we append here a very complete list, including secret societies. Of religious organizations there are 20 Methodist, 5 Lutheran, 5 Reformed, 3 Presbyterian, 2 Baptist, 2 Episcopalian, 2 Roman Catholic, 1 Friends, and 1 Universalist Church. The city is divided into six school districts, and has twenty public school buildings, which are well filled, and the schools ably conducted. There is a female academy under the charge of the Immaculate Heart of Mary, a hospital and an orphan asylum under the care of the Sisters of Charity, a public dispensary or temporary hospital, sustained by charity, under the care of paid nurses. A very efficient and well-arranged volunteer fire department, managed by a Fireman's Union, and having seven steamers and two hook and ladder companies. Of lodges of secret orders, there are 11 Masonic, 12 Brotherhood of the Union, 13 Odd Fellows, 12 United American Mechanics, 5 Knights of Pythias, 8 Mystic Chain, 10 Roman Catholic Beneficial Societies, 8 American Protestant Associations, 6 German Order Harugari, 4 Orders of Seven Wise Men, 4 Order of Red Men, 4 Musical Societies, 32 Building and Loan Associations, a Historical Society, Medical Society, Academy of Natural Science, Library Company, Club House, and 33 other miscellaneous associations, two local fire insurance companies, 4 banks with an aggregate capital of \$800,000, a gas company, 3 daily newspapers, 2 English and 1 German, nine weekly newspapers, 3 English and 9 German.

**Buildings.** Stone and brick are more largely used in this city for building purposes than is the case in some other cities of its population, especially Scranton, Pa. The Court-House and several of the churches being the more notable for their extent and elegance, one of the churches having a spire 210 feet in height, another, built of sandstone, has a spire 180 feet high. The principal business streets are very compactly built, and are remarkably elegant. The average value of business blocks is about \$1,000 per front foot, in the best localities. There is an uncomfortable disposition to crowd up, which should be discouraged, in consequence lots are generally allowed but 20 feet front, while in the outskirts they are narrowed down to 15 feet front. The value of lots within the city limits will average about \$500 per front foot, running from 100 feet to 270 in depth. Reading is surrounded by highly cultivated farms and vegetable gardens, which range in value from \$300

per acre for those of from 15 to 20 acres, to \$150 per acre for those of 100 acres and over. All are remarkably productive, if well-cared for, while the markets are of the best, with reference to convenience and demand, and are good in prices. Reading is an important center, and in order that our readers may be provided with a name that will enable them to gain any amount of special information with reference to real estate and its kindred subjects, or in fact with reference to any matters concerning this city, or the remarkable country which surrounds it, we present that of Mr. Francis G. Dwight, real estate agent and notary public, Reading, Pa. This gentleman is not only willing, but respectfully solicits correspondence with any one desiring information concerning improved or unimproved property, dwelling-houses or stores, lots or farms in or around the city of Reading. He will also give special attention to any inquiries with reference to fruit lands (which are of the very best) in the country, or concerning mineral deposits and water-power in Berks County. Mr. D. will give personal, prompt attention to all inquiries or business left in his charge, and his references are of the very best.

Reading is provided with as fine a quality of spring water as any city in the State, while the supply is supposed to be inexhaustible. There are noted mineral springs in the vicinity to which invalids resort with much profit. "White Spot," Penn's Mount, is 1,000 feet above the river, from which an outlook upon the beauties of the surrounding country may be had, that will richly reward a visit to the place.

The cost of living in this city is below that of Philadelphia in some respects, while in others there is no advantage except in the fact that there is always a finer, more healthful atmosphere to be enjoyed.

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## LEBANON.

The great mineral interest of the Lebanon Valley forbid that we should overlook this fine town and capital of Lebanon Co., Pa., although we can only give it a very general look. It is on the Swatara River and on the "Allentown Route," 156 miles from New York. It is a fine locality and a very *healthy* city; has a few good **Hotels** which charge \$2 per day, the Central and Lebanon Valley Hotels being the best. The town has been laid out about a century, is well built of mostly brick and stone buildings, and has a present population of over 9,000.

The valley in which Lebanon stands is a very fertile limestone region, and contributes largely to the prosperity of this city. The Union Canal and the two lines of railroad which cross here are its commercial thoroughfares, and are great auxiliaries to its prosperity. The remarkable iron deposits known as the Cornwall Ore Banks are seven miles south of this point; they consist of three hills which are masses of iron ore, yielding 70 per cent of pure iron to the ton. Copper is also found in veins through the iron. The industries of the people are connected with the iron interests, agricultural pursuits and commerce, and manufactures of a miscellaneous nature. There are several churches, public schools of the best class, an academy, banks, insurance offices, 11 different newspapers published in the place, and a large number of societies and associations. The continued development of the iron and coal deposits of this portion of the State will cause this city to grow in importance for many years to come.



## HARRISBURGH.

The capital of the State of Pennsylvania and county seat of Dauphin County, is beautifully located on the east bank of the Susquehanna River, about 14 miles below the confluence of the picturesque Juniata, is 182 miles from New York, by way of the Allentown Route, 107 from Philadelphia via Pennsylvania Central Railroad. There are railroads running out in seven or eight directions from this point, which, with the canal, form a line of commercial facilities equal to any point in the State except Philadelphia.

This fine capital was projected by John Harris in 1785, but was not incorporated as a city until 1860, at which time its population was but 13,400, although it had been the capital of the State since 1812. The past 16 years has witnessed a spectacle unprecedented in the history of this city; it has rapidly advanced in the multiplication of its numbers, until it now claims over 30,000 inhabitants, and yet the tide of its prosperity runs steadily in and up.

Harrisburgh stands upon high, well-drained lands, and a large portion of it on a natural rolling eminence, care has been taken to improve the sanitary condition of the city where circumstances demanded it; although too great care has not been exercised, nor is it likely to be, especially while the place continues to increase in numbers as it has since the war of the Rebellion. The people of a city who refuse to thoroughly sewer, drain, and regularly disinfect their sinks and sewers, because of high taxation or any other reason, are lost to any true conception of their actual monetary interests, and to the highest moral obligations that can rest upon their souls in connection with their property interests, one which will follow them with blight and mildew, dwarf their being, and ring the agonies of slowly, but surely, poisoned children and women across their terror-stricken senses at a time when there shall be no hiding-place for their shame. Harrisburgh is also supplied with pure river water, which may be used in abundance for all needful purposes, and it is lighted with gas. The healthfulness of the city and country around it stands very high, and great care should be exercised to maintain it; every sewer introduced should be constructed with a view to its terminating point from the place of its discharge, all intersecting sewers or drains calculated upon, and that portion of it first built, made of ample capacity and incline to guarantee its complete success when it shall all be laid, and every lot along its entire length drained into it to the fullest extent that probabilities may require.

**The Hotels** of this place are a good class; the Lochile House, \$3 per day, is among the best, and stands on Market Street, opposite the Court House; Bolton's Hotel and the Kirkwood House are also of the same class, and charge \$3 a day.

**The Industries** of this city are of the same general nature as those of Reading and other towns in the adjoining counties—are largely connected with the manufacture of iron and agricultural commerce. There are extensive Rolling Mills, Iron Furnaces, Manufacturers of Railroad Cars, a Cotton Factory, Steel Works, and many other mills and factories. The proximity of this point to the great coal and iron deposits of the State, and its remarkable railroad and canal facilities for transportation, makes its advantages for manufacturing or commercial enterprise of a very superior nature, while the fact of its being a State capital and a county seat add much to its advantages in an advertising line.

**The Institutions** of Harrisburgh are many and varied. Those connected with the State and County Government and Charities are of the class commonly found at such capitals, and are ably conducted. The churches are numerous, are divided among most of the more prominent sects of this country, and some of them have erected houses of worship which honor the church and city alike. There are many excellent public schools, male and female seminaries, several banks of different natures, a well-organized fire department, insurance companies, many lodges of different secret societies, building and loan associations, and many other organizations of different characters.

There are also published in this city eight **Newspapers** and periodicals, the "Telegraph" having the largest circulation, both as daily and weekly, the former being nearly 5,000 and the latter 4,000; it is Republican in politics. The "Church Advocate" has also a weekly circulation of nearly 4,000, and the "Temperance Indicator" and "Keystone Good Templar" circulates about 3,500. The country around this delightful city is beautiful and fertile, and is highly cultivated, yielding generous returns to the wise husbandman, while the facilities and advantages for the home builder in Harrisburgh are numerous and important, and those who locate here should do so expecting this city to double its population within the next twenty years, and calculate accordingly.

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## LEWISTOWN.

At the outlet of the Kishicoquillas Valley, on the rugged banks of the Juniata River, at the point most desirable at which to visit the above river with a view to beholding at leisure its grandly picturesque channel scenery; is 243 miles from New York, 168 miles from Philadelphia, by the Pennsylvania Railroad, Allentown route, and was once the home and camping ground of the Indian chief, Logan. The Center County and Mifflin Branch Railroads also connect at this point. It is the county seat of Mifflin County, Penn., and is on the Juniata Canal, which, with its railroads, afford it ample means of transportation. It was founded about three quarters of a century ago, and has now about 3,000 inhabitants.

It is situated among high mountainous hills, on a very elevated position, and is a very healthy town in which to live. The Juniata and its wild and varied scenery attracts many visitors to this point, and there are in consequence several fair **Hotels**. The Coleman and National Houses charge \$2 per day, while the Union Valley and Davies Houses charge \$1 50 per day.

The **Industries** of this town are connected with the transportation of, and trade in, Iron, Corn, Wheat, Pork, and other natural and farm products, which are quite extensive, and yield good returns, and there is also a manufactory of Farming Machinery.

There are several churches, public schools, an academy, banks, three or four newspapers, and several other institutions, and the county offices in the town. Building and living are both at comparatively reduced figures, while the beauties and healthfulness of the locality render it very desirable as a point at which to locate a home.

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## HUNTINGDON.

This fine old town is the capital of Huntingdon Co., Pa., and is also situated on the eastern bank of the Juniata River and Canal, on the Central Railroad, 279 miles from New York. It is over a hundred years old, having been founded before the Revolution, and was named for the Countess of Huntingdon. It is located high, and at a point convenient to inspect the grand beauties of the fine mountain river on which it stands; it has a present population of over 5,000, is very *healthy* and has five or six **Hotels**, among them the Morrison, Jackson, and Lester Houses, all of which charge \$2 per day, while the Farrier's Hotel charges \$1 50 per day. The Huntingdon and Broad Top Railroad to the Broad Top Coal Mines, to Mount Dallas, and to Bedford Springs branches off at this point.

Large cargoes of Iron, Grain, and other products are shipped by way of the canal at this point, to the different markets. There are several bridges across the Juniata at this point, which add to the bold beauty of its banks and adjacent scenery. There are about ten churches in the town which

are divided among the leading sects of Christians, and have the usual number of side institutions. There are good public schools, an academy, a bank or two, and five newspapers published in the place, one semi-weekly, the "Local News," has a circulation of over 800; the "Huntingdon Globe," Republican, weekly, circulates over 2,100; the "Huntingdon Journal," weekly, Republican, circulates 2,300; the "Huntingdon Monitor," weekly, Democratic, circulates 1,000; the "Huntingdon Pilgrim," German, Baptist, circulation, 3,667.

A manufacturing interest of greater extent could be established and prosecuted at this point, so convenient to the best coal mines in the State, with many advantages in its favor.

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## ALTOONA.

This little railroad city is located at the eastern base of the Allegheny Mountains, on the Pennsylvania Central Railroad, at a point where a road branches off to Hollidaysburgh, Bedford Springs, and Cumberland Gap. It is in Blair County, Pa., 313 miles from New York—Allentown Route—and 239 miles from Philadelphia. This town was laid out in 1849, has been more largely patronized by railroad works of various characters than any other point along the route, and has a present population of 11,000. The fine healthy position of this point has been a great power in pushing forward its population, while the fact of its being under the evening shadow of a great mountain chain, contributes to its popularity for "Home Building." The Logan House is the principal Hotel in the place, and it charges \$3 per day.

Altoona contains about fifteen churches, several public schools and a high school, two or three banks, insurance offices, building and loan associations, and many other institutions of various natures and aims. There are located here very extensive machine shops belonging to the railroad company, where locomotives and cars are manufactured in great numbers, and repairs made. There are also other manufacturing interests of sundry characters in the place, and a large and growing commerce in iron, coal and agricultural products. A few miles west of this town, the grandest mountain scenery on the Pennsylvania Railroad occurs, where an engineering feat, only surpassed by that which scaled the Sierra Nevada Mountains, was performed in constructing this road.

There are four newspapers published in Altoona.

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**Cresson Springs**, in Cambria Co., Pa., on the Pennsylvania Central Railroad, 327 miles from New York, and 14 miles west of Altoona, is on the top of the Alleghenies, over 3,000 feet above the sea level, and is principally popular as a resort for invalids and for summering purposes. There are extensive hotel accommodations, and many neat cottages provided for the accommodation of guests. This high position, together with the mineral water obtained here, proves to be very invigorating and beneficial to persons suffering from chronic diseases, malarious infections, and pulmonary complaints. The Montour House is the principal hotel, and is very well kept; charges \$4 per day. Lovers of grand mountain views can be gratified in this locality.

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**Greensburg**, the county capital of Westmoreland County, Penn., is 398 miles from New York by the Pennsylvania Central Railroad, and 31 miles east of Pittsburgh. This town was



founded something over half a century ago, and has a population of less than 3,000. It is a healthy locality, and has a few good hotels which charge \$2 per day, among them the Zimmerman and Laird Houses.

The country surrounding this town is a fine agricultural region, and coal of a good quality abounds in all parts of the county.

The Court House is an extensive stone edifice, and there are churches, good schools, banks, and other valuable institutions, and also four newspapers published in the place. In the yard of the Presbyterian Church stands a monument to Major-Gen. Arthur St. Clair, a British officer who had charge of Fort Legonier, "in good Old Colony times."

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## PITTSBURGH.

This industrial city is perhaps more widely known than any other of its size in this country, and it is hardly needful that we enter into any detailed account of its maze of manufacturing enterprises already so thoroughly advertised, although we do propose to give a general sketch of them and of the locality.

Pittsburgh is at the head of the Ohio River and confluence of the Monongahela and Alleghany Rivers, which, embracing each other at this point, flow away toward the West to form the "Beautiful River" of the Aborigines. It is the capital of Alleghany Co., Penn.; is a port of entry; a railroad, canal, and river center, only second to one other in the State, and is 430 miles from New York, by way of the Pennsylvania Central Railroad. It is 355 miles from Philadelphia, Penn., and 313 from Cincinnati, Ohio. It occupies the site of an old French trading post, known 130 years ago as Fort du Quesne. An English expedition, under the command of General Forbes, captured this place in 1758 from the French and their Indian allies, and upon entering it on the 25th of November in that year, by general acclamation, proclaimed its name to be Pittsburgh, in honor of William Pitt, then England's beloved Prime Minister. The place began to be settled as a town in 1765, and became a county seat in 1791. It was incorporated in 1804, and chartered as a city in 1816. Like almost all the great cities of this country, Pittsburgh fell under the ban of the fire fiend, and on April 10, 1845, a great part of it was swept away by the besom of the flame, which devoured \$9,000,000 worth of property, and turned thousands of men, women and children into the wide, wide world, houseless and penniless. But, also, like those other cities which in their day have fallen in the same disastrous manner, Pittsburgh leaped from her ashes with marvelous energy; and, rapidly rebuilding her consumed temples of trade, dwelling and worship, she has swept on up the scale of population from about 22,000, which she possessed at the time of her calamity, until she now points grandly, but quietly, to the round number of about 135,000 inhabitants, and over half a thousand extensive manufacturing establishments.

The *healthfulness* of this point has always been fair; the city stands on grounds easily and well-drained, and care has been taken to build and extend a thorough sewerage system as the place increased in dimensions. Among the **Hotels**, the Monongahela and Robinson Houses charge \$4 per day; the Union Depot Hotel, \$3 50; St. Clair Hotel, \$2 50, and St. Nicholas Hotel, \$2 per day. The St. James Hotel and the Bush House are on the European plan.

**Industries.** In the immediate vicinity of Pittsburgh are inexhaustible deposits of Iron, Coal and other rich natural products, which form the basis of industrial enterprises marvelous in its extent and variety, and affording constant and profitable employment to thousands of men and women. The total amount of bituminous coal mined in this section of the State, and annually consumed in and exported from this city, by canal, river, and railroads, amounts to over six millions of tons.

The iron and steel manufacturing concerns, machine shops and foundries are scores in numbers, and some of them are so extensive as to cover about twenty acres of ground.

It is claimed that about one-half the glass factories of the United States are located here, which produce about \$6,000,000 worth of glass of the many varieties annually, and giving employment to about 5,000 workmen. Oil is also a wonderful lubricator of enterprise at this point, which amounts to about \$12,000,000 a year, and employs thousands of people in its production and manipulation. There are in the vicinity of Pittsburgh about sixty Flouring Mills, a large number of Cotton, Woolen and other mills; some of the oldest and best known manufacturers of Agricultural Machinery and implements in the States, extensive Brass and Copper Foundries and manufacturing concerns, Paint, Coffee, and other mills, Chemical Works, Rifle-barrel, Lock, Soda and Whitelead Factories, and a great host of other mills and factories engaged in producing almost every description of articles known to the wants of "Home Building," or to the lists of mercantile enterprises.

There are many salt wells in the vicinity of this point, which yield annually many thousand bushels of salt, and also several large steam tanneries. The commercial facilities which Pittsburgh enjoys for carrying forward so varied and extensive manufacturing industry, in connection with her extensive railroad systems, canals and river lines, are equal to those of almost any other inland city in the United States, while the fact of her having at her own door coal, iron ores, salt, petroleum, and many other natural products, and of her being within easy reach of the great eastern markets, makes the desirableness of her position for the prosecution of such enterprises inferior to none.

**Institutions.** This great busy, smoking city (proper) has within her midst nearly 200 churches, with their scores of accompanying organizations, and they are the "salt" of the place. The public schools are in the usual proportion, and of the class commonly found in such cities of this country; beside there are excellent high schools and private institutions of learning; a long and honored list of benevolent, charitable, beneficial and scientific institutions, banks, insurance offices, public libraries, and about 42 newspapers and periodicals in the place.

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**Allegheny,** or Allegheny City, is the most important suburb of Pittsburgh; it is on the western side of the Allegheny River, and is reached by splendid bridges; it is, in fact, to Pittsburgh what Brooklyn is to New York, the city in which a large majority of the merchants and manufacturers of the locality have chosen to build up their homes, and is the seat of several fine institutions of learning. It was laid out March 12, 1783, became a borough April 14, 1828, incorporated April 14, 1840; its growth has followed that of Pittsburgh, and it has now a population of 60,000. The health of this point has been generally good, and it contains a large number of elegant residences and pleasant cottages. The Central Hotel, \$3 to \$4 per day, is the leading hotel of the place, the Grant House and Diamond Hotel charge \$2 50 per day each. Although this may be said to be a city of residence for Pittsburghers, yet there are several heavy manufacturing concerns within its limits, among them Railroad Shops, Rolling Mills, Foundries, the United States Arsenal, and many other establishments of different characters.

There are about 100 churches here, splendid public schools, and two or three theological seminaries, mostly connected with the different branches of the Presbyterian Church.

For detail items with reference to any points in Allegheny County, we are happy to be able to refer our readers to Mr. H. T. Price & Son, wholesale and retail dealers in agricultural implements, seeds, &c., 32 and 34 Ohio Street, Allegheny, Pa. These gentlemen will transmit any information with reference to lots, lands, or goods, and will attend promptly and faithfully to any business left in their charge.

There is one daily newspaper, the "Evening Mail," published in Allegheny City, and one weekly, the "Journal."

The liability of the Ohio River to fall in the different seasons to such a low stage of water has



been found to militate very much against the commercial enterprises of this locality, and there is now under contemplation a system of slack-water navigation along the Ohio which will, no doubt, be put into successful operation by this busy, energetic people within a very few years, and when completed will add greatly to the prosperity of all concerned. Pittsburgh and her suburbs must join with other great cities, especially Cincinnati, in discovering some practical method of extracting the smoke and soot from the bituminous coal they use to such an enormous extent as to blacken the very heavens over them to a light that can be seen, at some times and points, 100 miles distant. When they shall accomplish this, they will be surprised to find they have a locality as rare for natural beauty and loveliness as it is wonderful in natural products, and advantages for manufacturing and commercial enterprise.

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### ROCHESTER.

This is a flourishing town, 25 miles west of Pittsburgh, on the Ohio River, at the mouth of Bever Creek, and on the Pittsburgh, Fort Wayne and Chicago Railroad, in Beaver County, Pa. It was incorporated as a borough in 1849, and has a population at this time of 2,400. It is a pleasantly located town, possessing good advantages for drainage, and has proved to be very healthy. It has all the advantages of railroad and river transportation; is a point at which a considerable amount of travel halts, and has two fair **Hotels**—the Doncaster House and the St. James Hotel; rates, \$2 per day. The surrounding country is a good farming district, producing large quantities of wheat, corn, oats, hay and other articles, all of which find a good and ready market here and at Pittsburgh, and aid materially in the general prosperity of Rochester. Lots in this town vary in prices from \$100 to \$1,000 per city lot, all being well drained. Mr. Charles B. Hurst, notary public, life, fire and accident insurance, and real estate agent; also, agent for the Anchor and National Lines of ocean steamers, and the Adams and Union Express Cos., Rochester, Pa., is especially recommended by us to all wishing to locate there, or to gain any valuable information with reference to the point, as a gentlemen who is able and willing to impart such facts, and to whom any may apply with profit for aid in locating lots or farms, or placing insurance at this point.

**The Industries** of this people are in connection with the manufacture of Lumber, a Coffin Factory, Glass Works, a Plow Factory, several Brick Works, and other interests. The river and railroads afford ample means for sending all manufactured articles to the different great markets, and bringing in supplies.

**The Institutions** of the place consist in seven churches of different Christian denominations, five fine schools, and a number of other organizations. The cost of living is low, rents moderate, and fair premises to be obtained. The place has been growing finely the past few years, and there is but little doubt that it will grow to be a city of several times its present population within the next quarter of a century. There are five weekly newspapers published in Beaver County, all of which are fairly supported, and Rochester is the headquarters of one of the best.

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### SALEM.

Located in Columbiana Co., Ohio; it is in the midst of a fine agricultural country, and one that abounds in native facilities for "Home Building" in a very full degree. It is on the Pittsburgh, Fort Wayne and Chicago Railroad, 501 miles from New York. It was laid out about 60 years ago, and, since the railroad crossed its threshold, has become one of the most interesting and flourishing

places in the eastern part of Ohio on that road, and has a population at present numbering over 5,000. The place is healthy, well drained, and has a few pleasant **Hotels**—the Dellenbaugh House, \$2 per day, and Tollerton House \$1 per day. There is here a lively manufacturing interest which appears to be disposed to grow and flourish to a large degree. Among the producers are those manufacturing Mowing and Reaping Machines, Steam Engines and other Machinery, Stone Ware, **Axes**, and there are also good Flouring Mills and other establishments.

Among the institutions are about eight churches, two Friends meeting-houses, several excellent schools, two or three banks, and several organizations of different natures and aims, and five newspapers—one being a daily and one a farmer's paper. The "Willamette Farmer" has a circulation of about 2,400. The commercial intercourse with the farming community of the surrounding country is an important part of the enterprise of this point, and there are in the place about one hundred stores, which are apparently doing a satisfactory business, while the popularity of its manufactures are gradually widening their circle.

## CANTON.

This fine little city is the capital of Stark Co., Ohio. It is located on Nimishillen Creek, which affords a very considerable water-power privilege, and on the Pittsburgh, Fort Wayne and Chicago Railroad, 533 miles from New York. The richness of the farms of this country and the extensive deposits of coals and limestone found in the vicinity of this place have been largely the agents in bringing about so prosperous a condition as to run its population up to about 12,000 at the present time. The drainage of the town is very good, and a considerable care has been had to the sanitary welfare of the place, so that there are few of its nature and population which enjoy so great a degree of *healthfulness*.

The manufactures, mining and farming interest, with the county offices and county courts, bring a large number of guests to the hotels of Canton, which are of the usual class for such towns. Among them are the St. Cloud Hotel, \$2 per day; the Ogden House, \$2 to \$2 50 per day; the American Hotel, \$2, and the Jackson Hotel, \$1 per day.

Among the **Industrial Enterprises** are Machine Shops, Foundries, Manufacturers of Reapers and Mowers, Woolen Factories, Reaper Knives, Grain Mills, and other concerns.

There are the County Buildings and **Institutions** in this seat of justice, about 15 churches, splendid public schools, graded after the usual manner in Ohio, a popular academy, three or four banks, insurance offices, several beneficial societies, other organizations, and three flourishing newspapers.

Stark County at one time had the reputation of shipping more grain, which it did by way of the Ohio Canal, eight miles from this point, than any other county in the State, and the fertility of its soil is not greatly deteriorated.

## WOOSTER.

Five hundred and sixty-six miles from New York, on the line of the Pittsburgh, Fort Wayne and Chicago Railroad, leaving New York, via the "Allentown Route," on a high, beautiful site, a little west of the center of Wayne Co., Ohio, of which it is the county seat. It was projected in 1808, and, on account of the superior quality of the land in that quarter of the State, it has been an important town for over half a century, although its greatest growth has occurred since the con-

struction of the railroad, which now feeds its flame of progress, and its present population is about 7,000. Wooster stands on the high lands that form part of the water-divide between those which flow to Lake Erie and those which flow to the Ohio River, on Killbuck Creek, and overlooks a wide expanse of the surrounding country. It is a well-drained, *healthy* town, and possesses several **Hotels**, among which we will name the Ameriean House, \$2 50 per day; the Washington House, \$1 50, and St. George's Hotel, \$2 per day.

The manufacturing **Industries** of this town have also undergone a radical revolution since the banishment of the old staging process, and the introduction of the steel rail and the steam horse. Formerly, carriages, wagons, threshing machines, and other farming utensils, were the principal articles manufactured here; while now, there are heavy machine shops and other concerns turning out a large variety of useful and ornamental articles of trade and commerce. There are about 15 churches, several public schools, a female seminary, two or three banks, and all the county courts, and institutions, in and around the place, and three newspapers published in the town; the "Wayne County Democrat," circulating 2,160; and the "Wooster Republican," circulating 1,632, and the "University Review," monthly.

## LIMA.

Among the earliest settled places in Allen Co., Ohio, was Lima, her seat of justice. It is located on the Ottawa River, in the midst of a fine agricultural section of the State, 692 miles from New York on the Pittsburgh, Fort Wayne and Chicago Railroad, at the point where it crosses the Dayton and Michigan Railroad.

The *healthfulness* of this town has proved very satisfactory, and, since the construction of the lines of railroad which are now its main life-giving power, the population has very much increased, until it is about 7,000, and there appears to be a continuous, healthy, forward movement. The principal **Hotels** in Lima are the Burnett and the Lima Houses, both charging \$2 per day.

The **Industrial Enterprises** of the place embrace Iron Foundries, Machine Shops, several mills and manufacturing concerns, and a very prosperous commerce of considerable extent is maintained with the surrounding country, which is settled by a thriving class of farmers, and yields a generous reward for the means and pains bestowed upon it. The Lake Erie and Louisville Railroad also passes through this town, and, when it shall be fully completed and in prosperous running order, it will add materially to the enterprises of Lima. There are about a dozen churches, fine public schools, an excellent high school, and a number of societies and other organizations of different characters, which, with those established and maintained by the county, complete the **Institutions** of the place.

## FORT WAYNE.

This well-known railroad center is built upon the site of one of the villages of the Miamis, a brave and warlike tribe of Indians, which, 150 years ago, were the monarchs of a large part of Western Ohio and Eastern Indiana, but whose songs of war and peace have long since waned and ceased, and whose deep shadowed forests and favored hunting grounds have been transformed into fields of waving corn and broad meadows of fragrant clover. Fort Wayne is 751 miles from New York, and 183 miles from Chicago, on the Pittsburgh, Fort Wayne and Chicago Railroad. It is at the point of confluence of the St. Mary's and St. Joseph's Rivers, which embrace at this point,



to babble down to the Lake under the name of the Maumee, and is the county seat of Allen County, Indiana. The comparative elevation of the site of this town is so great as to have won for it the title of "Summit City;" it derives its name from the old fort which Gen. Wayne ordered built in 1794, upon the site of the demolished Indian village of "Twilightwee," and which was not abandoned as a military post until 1819, at which time it had grown to be a considerable town.

The Wabash and Erie Canal passes through the place, and has been a fruitful means of commercial enterprise, but not until after the completion of railroad lines which connect Fort Wayne with Chicago, Cincinnati, Cleveland, and other great business centers, did its vigorous growth begin. In 1860, its population was about 9,000, but since that time it has gone ahead, like many other places developed through railroad enterprise, until it now claims over 30,000 inhabitants, and is still growing and spreading in a manner indicative of a brilliant future.

The *healthfulness* of this city is good, and, since care has been more fully exercised with reference to sanitary laws, malarious fevers and their attendant symptoms have about vanished from the place.

The leading **Hotel** is the Aveline House, \$3 per day; the Mayer House charges \$2 50 per day, and the Robinson, Gibson, and Central Houses charge \$2 per day.

**The Industries** of Fort Wayne are, and always have been, largely of a commercial nature; the canal, and many plank-roads serving, in the former times, as thoroughfares over which to carry on exchange, and the eight or ten different railroad lines, which in these latter times converge upon this point, have only served to increase and facilitate that exchange a thousand degrees. There is now springing up manufacturing interest of different natures, which will, no doubt, in a few years become active agents among the wealth-producing powers of this city.

**The Institutions** of Fort Wayne are also developing with that alacrity characteristic of western activity and progress of thought. There are already a large number of churches, of the different Christian denominations, prominent among which are the Methodist, and which are accompanied by the usual side organizations for religious and social growth. There are the best of public and private schools, a Methodist Female College, several banks, insurance offices, and all the county institutions. Eight newspapers are published in the place, one morning, three evening, three weeklies, and one monthly.

## PLYMOUTH.

This flourishing little city is pleasantly situated on the northern bank of the Yellow River, and is the capital of Marshall Co., Indiana. It is on the Pittsburgh, Fort Wayne and Chicago Railroad, where crossed by the Chicago, Cincinnati, and Louisville Railroad, 65 miles west of Fort Wayne, 84 east of Chicago, and 815 from New York, "Allentown Route." It was projected in 1836; at the founding of the county seat, was incorporated as a city in 1873, and has a population at this time of 4,000. In order to give an idea of how steadily and rapidly this fertile region of the State has been taken up and brought under the harrow and the scythe, we give the census of the county since 1836, viz.: in that year (1836) there were in Marshall County 600 souls; in 1840, 1,341; in 1850, 5,600; in 1860, 12,717; in 1870, 20,211; and in 1875, 25,000. These figures are more potent in establishing the fact that the place is prosperous and *healthy* than anything we could offer. The best **Hotel** in the city is the Parker House, \$2 per day.

**The Industries** of Plymouth are largely of a commercial nature and connected with the agricultural interests of the county. There are, however, good facilities for manufacturing at this point, especially in any line requiring the use of black-walnut and ash timber, as it is one of the best markets for obtaining those and other hard-woods there is to be found in the West, and a large lumber trade is carried on here. The majority of the lands in this section are a rich sandy loam, and the produce of wheat and corn is wonderful, while the crops are said to never fail.

**The Institutions** of this town are in a prosperous condition, and are growing in importance and numbers. There are six churches, fine public schools, a high school, much praised, and two seminaries, two banks, a number of various organizations, and the county courts and institutions. Among the advantages for building can be named the fact that timber is abundant and cheap, the best of brick are made throughout the county, and labor averages very low as can be seen in our tables.

**The Cost of Living** in Plymouth may be easily reckoned from the following figures: Dwelling-houses rent from \$12 per month; flour of the best brand is worth \$3 25 per hundred; potatoes, 25 cents per bushel, and all other products in proportion. Lots are to be had at very low rates, and all are dry and well drained, the best location being South Plymouth, and, as this fine town and country possesses many advantages which should attract the attention of the home builder, we wish to recommend any who may desire particular information, or to locate lots or lands, and wish aid in so doing, to Mr. Chas Whitmore, dealer in music, fire and life insurance agent, &c., Plymouth, Ind. There are two newspapers published in this city, one of them, the "Plymouth Democrat," is the oldest and most ably conducted paper in this section of the State, and it has a large circulation, which makes it a valuable advertising medium in this part of the county. We give the following historical sketch in connection with this locality, because it is true and conveys a striking and characteristic illustration of how the white man has proceeded throughout to dispose of the Aborigines and take possession of his domain:

Marshall County was a part of the territory belonging to the Menomine tribes of Pottawattamie Indians, and included in the Government purchase under the treaty of Tippecanoe River, made in 1832. Menomine was head chief of his tribe, and was as fine a specimen of physical manhood as the Aborigines produced. He steadily refused to cede his lands, and the Government agents contrived to get a number of the young chiefs intoxicated, and, when they signed the treaty, had Menomine's name added, in plain English. His name was a forgery; he refused to leave, and after several efforts to treat, he was finally taken away by force. When the time arrived for the Indians to leave for the lands allotted them west of the Mississippi, according to the fraudulent treaty, several councils were held, in which Menomine was urged to consent to the treaty, and in which he persistently refused. At the last council, held near Twin Lakes, when General Pepper made his final appeal and threat of force, and all had finished their say, Menomine arose to his feet, and drawing his costly blanket about him, his white head towering above all around him, said in substance:

"The President does not know the truth. He, like me, has been imposed upon. He does not know that your treaty is a lie, and that I never signed it. He does not know that you made my young men drunk and got their consent, and pretended to get mine. He does not know that I have refused to sell my lands, and still refuse. He would not by force drive me from my home, the graves of my tribe and my children who have gone to the Great Spirit, nor allow you to tell me your braves will take me, tied like a dog, if he knew the truth. My brother, the President, is just; but he listens to the word of his young chiefs who have lied; and when he knows the truth he will leave me to my own. I have not sold my lands. I will not sell them. I have not signed any treaty, and I shall not sign any. I am not going to leave my lands, and I do not want to hear any more about it." And amid the applause of the chiefs he sat down. Spoken in the peculiar style of the Indian orator, with an eloquence of which Logan would have been proud, his presence the personification of dignity, it presented one of those rare occasions of which history gives but few instances, and on the man of true appreciation would have made a profound impression.

But alas! it fell on ears as senseless as those of the dead, and the aged Menomine and his people were carried like so many cattle, guarded by soldiers and the militia, called out for that purpose, and soon taken by force to the far off Western wilderness, from whence he has long since departed to the Spirit Land, whither most of his people have followed him. In May, 1838, the immigration was forced, and in 1840, the last of the tribe was removed, and Menomine's beautiful home in Marshall County has been converted into fields of corn and clover.



## CATASAUQUA.

This industrial town is on the Lehigh Road, 108 miles from New York, via New Jersey Central and Lehigh Valley Railroads, 56 miles from Philadelphia, Pa., and three from Allentown, in Lehigh Co., Pa. This town was projected at the time of building the first furnace in 1839, the place being almost uninhabited at that time. The present population within the corporate limits is something over 3,000, which are largely descendants of Welsh people. The place is very *healthy*, and is still honored by the presence of Mr. David Thomas, the first successful operator of an anthracite furnace in America, which was erected here. Mr. Thomas is over 85 years of age, and is hale and hearty. The Catasauqua and Mansion Houses, \$2 per day, are the best **Hotels**.

**Industries.** This town is in the midst of great iron deposits, and is but 25 miles from the Lehigh coal mines. There are a large number of Iron Furnaces, Rolling Mills and other iron manufacturing establishments, and also other manufacturing concerns springing up in the place of different characters. Places to rent in Catasauqua are not very plentiful, and range in prices from \$6 to \$20 per month.

**Institutions.** There are eleven churches of different denominations, the best of public and private schools, banks, and insurance offices, and two newspapers published in the place—the “Valley Record,” circulation, 300, and the “Catasauqua Dispatch,” circulation over 500. The “Dispatch” is owned and edited by Mr. Edmund Randall; it is independent in politics, largely devoted to local, county and general news, and is a first-class advertising medium in Lehigh County. Among the interesting historical features and revolutionary relics of the locality is the massive old stone building owned and lived in over a hundred years ago by Harris, one of the early promulgators of the Declaration of Independence. It is at present a part of the possession of the Hon. Asa Packard, President of the Lehigh Valley Railroad Company, and it is to be hoped he will repair it, so as to preserve it, or sell it to the State.

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## WILKESBARRE.

The beautiful and fertile valley of Wyoming contains no more elegantly located town than this, the capital of Luzerne Co., Penn. It stands in the midst of a region most highly favored by the hand which brought hot-molded out of chaos all form, color and substance, and commands inspiring views of mountains, river and valley.

It is reached by the Lehigh Valley Railroad, via the Central Railroad of New Jersey, and is about 18 miles south-west from Scranton; it is also reached by the Delaware, Lackawanna and Western Railroad, and by other routes. This is one of the oldest towns in the valley, was settled in 1750, incorporated in 1840, has made a vigorous growth the past twenty years, and has at present over 25,000 population. This region abounds in coal mines of a most superior quality, and a large number of them ship their products from this city by railroads and the Branch Canal, which, combined afford very great and economical facilities for transportation. This fine city affords many facilities for manufacturing; is a very *healthy* place, and has several good **Hotels**, among which are the Wyoming Valley Hotel, \$3 50 per day; the Bristol House, \$2 50, and the Forrest House, \$2 per day. There are churches of all the leading denominations of Christians, schools that are unsurpassed by any in the State, both public or private, banks and insurance offices, among the latter, that of Mr. R. C. Smith, we desire especially to call attention to. There are five newspapers published in the place, one daily and four weeklies. The Wyoming Valley, in which Wilkesbarre stands, is about 25 miles long and three miles wide; it is a beautiful and fertile valley, formed by, and laying be-

tween two mountain ridges which run parallel to each other, the north branch of the Susquehanna River running rapidly through its entire length.

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## TOWANDA.

This is another one of the many beautiful towns of Pennsylvania, and is the seat of justice of Bradford County. It is located in a fine, *healthy* situation on the bank of the north branch of the Susquehanna River, about 280 miles from New York, by way of the Erie Railway, and the Pennsylvania and New York Railroad, and about 186 miles from Easton, Pa., by the Pennsylvania and Lehigh Valley Railroad. The North Branch Canal also passes through the town, affording cheap transportation in the running season of the year, and the Towanda Creek empties into the Susquehanna at this point.

This town was incorporated in 1828; has at present a population of 5,000, and possesses several good **Hotels**, the Ward and Means Houses being the best and charging \$2 per day.

The people of this place are principally engaged in a general commercial business, and but little manufacturing is carried on here as yet. The agricultural interests of the county are important, and contribute largely toward the support of enterprise in this town, in affording a profitable trade and exchange in butter, cheese, grain, hay, and live stock.

There are five churches, fine public schools, a collegiate institute, two banks, and four newspapers published in the town. The "Bradford Argus" is a flourishing paper, circulation, 2,450; it is one of the best advertising mediums in the northern part of the State. A large proportion of the buildings of this town are of brick, and the corporation being free from debt, taxes, and living generally, is lower than at most places of its size. The county building, institutions, courts and offices being here, a considerable benefit is derived therefrom.

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## WILLIAMSPORT.

The capital of Lyeoming Co., Pa., is located in a situation famed for its pleasant, *healthful* character, and much resorted to in the Summer season on that account. It is on the western bank of the West Branch of the Susquehanna River, 197 miles from Philadelphia, by way of the Philadelphia and Reading and Calawissa Railroads, and about 267 from New York, via New Jersey Central. The Northern Central Railway and the Philadelphia and Erie Railroad and the West Branch Canal also pass this city, and all together afford accommodations for transportation very superior in extent and accommodative in rates. This place was incorporated as a city in 1865; it is finely and regularly laid out, having the best of drainage and a seven-foot sewer through the center of the town to the river, and has a population of 20,000. The **Hotels** most noted are the Herdie and Crawford Houses, \$2 50 per day.

**Industries.** Williamsport is one of the heaviest lumber markets in the State, and has over 30 mills, which manufacture about 230,000,000 feet of lumber annually. There are great deposits of coal and iron in the adjoining hills, and this city has in active operation several Furnaces, Foundries, Machine Shops, large Furniture Factories, a Woolen Factory, and several other shops and mills producing different articles. The farms in all directions around this point are of a superior character, and a flourishing commerce is maintained between the merchants and manufacturers of this city, and the agriculturists and villages of this and surrounding counties.

**Institutions.** There are four Baptist, three Presbyterian, five Methodist, one Congregationalist,

two German Reform, two Episcopal, one Lutheran, and two Catholic Churches in Williamsport, and all the usual Sunday School and other organizations in connection with them. The public schools are well organized, and there are two seminaries and other fine schools in the place. There are also banks, insurance offices, two daily, one semi-weekly, five weekly, and one monthly newspaper published here.

**The Future** of this city appears to be very promising. There are just being completed, and under way, several large business concerns and many dwelling-houses, some of the latter already erected are very superior in character. To anyone wishing detail information, or having business to transact in this city, we heartily recommend Mr. James M. Wood, attorney-at-law, Williamsport, Pa.

## LOCK HAVEN.

Another of the great lumber marts, and capital of Clinton Co., Pa. It is located on the west branch of the Susquehanna River, and is on the lines of the Philadelphia and Erie and Bald Eagle Valley Railroads, and near the head of navigation on the West Branch Canal. It lays fine and high, and is very healthy; was settled about half a century ago; has a population at present of about 8,000, and possesses several fair **Hotels**, among them the Fulton House and the Irvin House, \$2 per day each. As is hinted above, the **Industries** of Lock Haven are largely connected with the lumber trade, and, in fact, it is the great square timber market for Central Pennsylvania. There are also **Foundries** and other iron-working establishments, and the usual number of small shops, tinkers, and cobblers, that are found in these thriving country towns.

**The Institutions** of Lock Haven consist mainly in those connected with the county and municipal governments, thirteen fine churches and their accompanying organizations, the best of public schools, a central normal school, the building for which cost \$125,000, and a prosperous academy. There are also banks, three newspaper offices, and insurance offices. Among the latter is that of H. O. Chapman, general insurance agent, Grove Street, Lock Haven, Pa. This gentleman represents all the best companies in the United States and England, and is thoroughly acquainted with his locality, his agency having been established in 1860. The country surrounding this point is a fine agricultural region, and many advantages are here apparent which can be made available by the home builder.

## WARREN.

This fine little town is on the banks of the Alleghany River, at the mouth of Conewango Creek, and is the county town of Warren Co., Penn. It is on the Philadelphia and Erie Railroad, 385 miles from Philadelphia, Penn., and has direct railroad communication with Dunkirk, Erie, Oil City, and several other important points in the north-east corner of the State and of New York. It is very finely located on a plain about 40 to 50 feet above the river, is well drained and is very *healthy*. The country surrounding this point is a fine agricultural region, and lays between the great coal and iron portion of the State on the east, and the oil regions on the south-west, and has direct railroad connection with both. It has been laid out about forty years, and has a present population of near 3,000, with a few fair **Hotels**, among them the Carver House, \$2 per day.

**The Industries** of Warren are divided between very extensive Tanneries, Foundries and several Mills. There are several churches, good schools, among them an academy, a bank or two, three newspapers, and the county buildings.



The rivers are both navigable, and a considerable boating interest is cultivated here, which adds to its commercial facilities.

**The Great Oil Regions**, which lay along the Alleghany River and all the country it drains between this point and Pittsburgh, is noted for its productions of Petroleum, but we have not thought it necessary to visit it with reference to this work.

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## RAHWAY.

The New Jersey Railroad, which leaves New York at the foot of Cortlandt Street, runs through this pleasant old town very near on a central line, and affords the inhabitants very excellent accommodations for reaching New York. It is 19 miles from New York, in Middlesex and Union Counties, New Jersey, on the Rahway River, which also divides the city pretty nearly in the center from west to east, and is the county line. The city stands on a nearly level plain, which lays on an average of 20 feet above the river, and is rolling enough to give good drainage and afford a *healthy* position for the many pretty residences which have been multiplying here by scores, the past few years.

Rahway was projected about 1725, but has made its principal growth during the past 15 years, and has at this time about 12,000 inhabitants. The principal **Hotels** in this city are the Mibick and Railroad Houses, both of which charge \$2 per day.

A large number of merchants and business people engaged in the different pursuits of life in New York City reside at this point, although there is a large local **Industry**, mostly in connection with the manufacture of Carriages, Paper Hangings, Hats, Stoneware and other articles, and there are Mills and Print Works.

**The Institutions** of this city mainly consist in about 15 churches, of different denominations of Christians, public and private schools of a good class, an institute for boys, and also a female institute, banks, insurance offices, and three or four local newspapers. There are many excellent farms in the vicinity of this city, which are of a superior quality, many fine buildings in it, and it is increasing in importance every year.

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## PERTH AMBOY.

Strange as it may appear, there was a time in the history of this old town in which it actually thought of entering the arena to compete with New York for the chances of becoming the metropolis of the Atlantic seaboard, with many desirable features in its favor, and had it not been for the shallowness of the water in the Raritan Bay, at the head of which it stands, there is a strong probability that New York would have been outstripped by this town and port of entry. It stands on a high, comparatively level plain, which rises gradually on the north-west, until it reaches a height of about 150 feet above the bay; it is on the north side of the Raritan River, which empties into the bay at this point, and is flanked on the east by the Staten Island Sound. It is in Middlesex Co., New Jersey, 25 miles from New York, and is opposite the lower end of Staten Island. The Amboy Branch of the New Jersey Railroad has been running to this place about 12 years, and has added much to its prosperity; although the Staten Island Railroad, which leaves New York at the foot of Whitehall Street, via the Staten Island Ferry-boats, which are fine double-deck steamers, had been in operation several years previous, and also regular communication by steamers through Staten Island Sound.

The incorporation of Perth Amboy dates back to 1784, and it was settled nearly one hundred years previous to that time. The incorporate limits include the township, which is about one-and-a-half by two-and-a-half miles in diameter, and contains a population of about 6,000 at this time.

The general *healthfulness* of the place has averaged during these long years considerable below Newark, although, as more attention has been paid to the thorough drainage of that portion of it which is underlaid by a retentive clay, malarious troubles have continued to disappear. There are a few good **Hotels** at this point, and the Brighton House is a favorite resort in the Summer season for a large number of people.

**The Industries** of Perth Amboy are largely connected with the the natural products of the earth in the shape of fire clay, kaolin, and common brick clay, which are found in great drifts in this and the adjoining (Woodbridge) township. There are, using this clay and kaolin, several large concerns manufacturing Fire-Bricks, Vitrified Pipes, Stoneware, Red Brick and other articles, and a great amount of the kaolin and clay are shipped annually to other ports. The Pennsylvania Coal Co. have, within the past few years, run a branch road to this point, where they have established extensive yards, docks, and elevated tracks, and from which they ship thousands of tons of coal annually. There is also in Perth Amboy Machine Shops, a Cork Factory and several other industrial concerns of not very extensive character. This is a long-famed Oyster port, and many of its people are owners of beds, of various extent, poled out in regular order over the most shallow part of Raritan Bay and along its shores, and from which they yearly grabble many bushels of the savory bivalves.

**The Institutions** of this city consist in a Presbyterian, Episcopal, Methodist, Baptist, and Roman Catholic Churches and Sunday Schools, good public schools, a bank, two newspapers, and a few organizations of a benevolent and beneficial order.

Real estate is not so high, in proportion, in and around this place as it is at many other points not further from New York, while the general exposure is of a sunny nature, as the slope is toward the south, and the locality possesses many features of rare beauty and attractiveness. There is here a group of venerable brick buildings which were constructed and used by the soldiers of George III. as a barracks, and at which point a regiment of British soldiers was quartered at the commencement of the Revolution. An old soldier, who was quartered at these barracks during the Revolution, used to relate his experience at the battle of Lexington to the farmers who supplied the garrison with milk and other articles. His story was that the regiment was in Boston at that time, and was ordered out to Lexington. They left Boston early in the morning, according to the old man's story, in high spirits, playing "Yankee Doodle," but, said the veteran, drawing down one side of his face, we danced it back in the evening with the devil to it.

**South Amboy** is on the opposite shore of the Raritan River. It stands on a high, sandy bank; is thoroughly drained, and is a very pleasant town. It is the terminus of the Camden and Amboy Railroad, and from which point, formerly, a large number of passengers, especially in the Summer season, were conveyed to New York by steamboats. A fine railroad bridge now connects south with Perth Amboy.

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## NEW BRUNSWICK.

At the head of steam navigation on the Raritan River, and on the south side of that river, stands this city and capital of Middlesex County, New Jersey. The New Jersey Railroad passes through its center, and the Delaware and Raritan Canal terminates here. It is 32 miles from New York by rail, and 48 from Philadelphia, Pa. This town has been laid out about a century and a quarter; most of it stands on high, slightly rolling grounds; is naturally well surface-drained, and has been sewered and under-drained to a considerable extent. The general *health* of the place has been good, and its growth during the last fifteen years has added about one hundred per cent to its



population, bringing it up to over 20,000. The principal **Hotels** are the New Brunswick House, \$3 per day; City Hotel, \$2 50 per day, and the Neilson House, \$2 per day.

The country around New Brunswick is varied in its nature; that on the west being of a strong retentive soil, underlaid by red shale, while that to the south-east is comparatively level, and is a light-yellowish, sandy nature.

**Industrial Pursuits** in this city are in connection with extensive Paper and other mills, Rubber and Wall Paper Factories, Carriage and other manufacturing concerns, Machine Shops, and a general commerce carried on by the means of the river, canal and railroad.

The county buildings, offices and **Institutions** are here, and, beside them, there are about twenty churches, Rutgers College, founded in 1770; a theological seminary connected with the Dutch Reform Church; seminary for girls, banks, insurance offices, good public schools, four newspapers of a local nature, Masonic and other beneficial societies.

## PRINCETON.

The site of the old and well-known Princeton College is about two miles west of Princeton Station, on the New Jersey Railroad, 48 miles from New York, in Mercer Co., New Jersey. The locality is a very fine one, at the top of a ridge which very gently slopes to the south-east, with a slightly undulating surface, until it reaches a level about 150 feet below the crown at Princeton. This town was projected about the time of the removal of Princeton College to it from Elizabeth, N. J., in 1757, where it was first opened by the Presbyterians about ten years previous. The population of this town is about 3,000, and it is a very pretty, *healthy* locality. The **Hotels** are the Nassau and Mansion Houses, \$2 per day. There is also a theological seminary connected with the Presbyterian Church at this place. There are also churches, schools, and many pretty buildings in the place, and it is surrounded by a flourishing country.

## TRENTON,

The capital of New Jersey, and seat of justice of Mercer Co., stands on a nearly level plain, at the head of steamboat navigation, on the northern bank of the Delaware River. The New Jersey and Pennsylvania Railroads run through this city with two or three different routes. It is 57 miles from New York, and 33 miles from Philadelphia.

The land upon which Trenton stands, and its surroundings, was settled by one Phineas Pemberton and a few associates about 1680. About 1720, the name of Trenton was applied to the place, in honor of Col. William Trent, Speaker of the House of Assembly. The capital of New Jersey was located here in 1790, and the town was incorporated in 1792. The population in 1840, at the beginning of railroad enterprise in this county, was about 4,000, which has increased during the past 35 years to over 30,000 at this time.

The site of Trenton is about 50 feet above the Delaware River; on an average, is a sandy soil, underlaid by fine gravel, and has, during the last century, proved to be a healthy place.

The leading **Hotels** are the Trenton and American Houses, \$3 per day; United States Hotel, \$2 50, and the Madison House, \$2 per day. There is a fine water-power system developed at this place, and the **Industries** of the city are largely of a manufacturing nature. There are many very extensive concerns manufacturing Locomotives, various kinds of Machinery, Paper, Wire, Axes, Carriages, Flour, Builders' Hardware, Locks, Moldings, and many other kinds of goods. There is

also an extensive general commerce carried on at this place; while the necessities of navigators, railroads, and the State Legislators, when that body is in session, brings much trade and employment to the people here.

**Institutions.** The County, Municipal, and several of the State institutions are located in Trenton, and there are about 25 churches of the various denominations of Christians, two or three banks, a number of secret organizations, and eight newspapers, consisting of dailies, weeklies and monthlies.

In the vicinity of Trenton there are many fine farms in New Jersey, and across the Delaware, in the State of Pennsylvania. The streets are lighted with gas, and many of them paved, guttered and sewered. The dwelling-houses of this city and its suburbs are many of them of a very beautiful, while some are of a grand character. The people are highly moral, social, and industrious, and the home builder here enjoys comforts and associations which are of a useful and healthful character.

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## PHILADELPHIA.

This great metropolis of Pennsylvania, and vice-metropolis of America, contains a greater number of independent homes than any other city of the United States, and is, perhaps, more really American. Its history, position and character is as well known to the persons we hope to interest, and in some cases, probably, benefit, as any other place we have been able to include in our lists in this work. We have not purposed to enter into any considerably extended remarks with reference to Philadelphia, although, perhaps, a short sketch of it will be in place, especially as we cannot avoid, nor would not, making it central to much of our work in Pennsylvania, New Jersey, Delaware, and other States.

In 1682, William Penn, accompanied by a colony of Englishmen, all of whom belonged to that then hated sect of devout Christian people, known as Friends or Quakers, laid out and settled this place, Penn giving it the name of Philadelphia (brotherly love) both, it is said, with reference to the ancient city of that name in Asia Minor, and from its embodying principles he had so much at heart. Penn declared his object in planting this colony to be "to afford an asylum to the good and oppressed of all nations, to frame a government which might be an example to show men as free and as happy as they could be." This city as originally laid out is located on the western banks of the Delaware River, at the narrowest point of the Peninsula lying between it and the Schuylkill River, about six miles above the confluence of the two rivers; but the town has not only long since filled up the entire Peninsula, but has spread miles beyond it in all directions, and covers, at this time, more territory than any other city in America, and is only second in population, having over 800,000.

**The Industrial Enterprises** of this great city are wonderful in their extent and numbers, covering a range as broad as the wants of mankind; while her **Institutions** are equally numerous and useful, and some of them were first to successfully illustrate practical methods of aiding the great swarms of artisans, mechanics, and clerks, who are the real producers of any place, in obtaining many of the requisites for success in establishing a Home.

In this grand old place the Declaration of Independence was first read to an anxious, earnest people, and now, at the close of a hundred years, their successors, the present people of this great Independent Republic, which has been for a century towering higher and higher upon the cornerstone of that Declaration and the Constitution which followed it, are flocking by the tens of thousands to this memorable city for the purpose of witnessing the greatest Centennial Exhibition of Industry the world has ever beheld, and also to view the historic buildings and relics, the thousands of varied and interesting dwellings and public buildings, and to study the institutions, enterprises, theories and methods of the Philadelphia of 1876.

Unlike New York, Philadelphia has encouraged the accumulation of small dwellings within its own limits, which are mostly built of brick and largely occupied by single families. This practice makes a *real home* possible, adds greatly to the health and comfort of the occupants, and endears the system to Americans, of which this city is largely composed, more largely, perhaps, than any other nationality. The habit of being cramped into "French flats," where there are possibly a dozen families entering through the same street door, or into the ordinary first-class tenement house, with one or two other families under the same roof, is one that seldom ceases to chafe the American ideas of freedom and independence, and from which he will free himself, if he is "to the manor born," as speedily as possible.

Philadelphia as a great center of supplies, and as a market for all manner of natural, farm and mechanical products, is only second to New York, if, indeed, it is not equal to that city, but as it is not so central to the mass of those we are aiming to most interest in this work, we have chosen from the thousands of merchants and manufacturers in New York, with two or three exceptions, the few concerns to speak about and recommend to our readers, which we believe will be of advantage to them in affording the knowledge of just where to go or send for the indispensable articles used in house or home building.

Among those we would call attention to who are manufacturing their goods in Philadelphia are, first, the firm of **Harrison Bros. & Co.**, manufacturers of White Lead, Colors and Chemicals, offices 105 South Front Street, Philadelphia, Penn., and 115 Fulton Street, New York. This firm are the manufacturers of "**Town and Country**" **ready mixed Paints**, an article we have thoroughly and practically examined, studied and tested, by actual use on our own residence, and others, and have been so completely pleased with the result as to select it from among a great list of others of similar attempt. We have observed the cover, tone, and enduring qualities of ready mixed paints, ever since their introduction to the market in any considerable quantity, now about 15 years, and although we have written on the subject, and a great many hundreds of specifications, we had never been sufficiently satisfied with any of the brands to recommend them, until we met with Harrison Bros. goods, and gave them a severe test, taking great care to follow their directions in every respect. **In the case of our own residence**, the building had been painted two coats of lead when erected, a little over eight years previous, had been sadly neglected; and so washed and worn, as to expose the dry, weather-cracked wood, of about three-fourths of the width of each clap-board; leaving it a much worse subject to operate on than a new unpainted house would have been. We determined to give the "**Town and Country**" ready mixed paints of Harrison Bros. a final test on this job, and ordered three shades, in suitable quantities, about 20 gallons of body color; hired an average journeyman painter, and set him to work under our instruction and observation, with a boy that had never used a brush before, and gave the building two coats. **The result** was very satisfactory, the cover is complete, the tone and color perfectly even; the paints dried readily, forming a fine glossy enamel, which has neither cracked or blistered in the slightest degree, although the heat of the sun this centennial summer has blazed intensely at it for several months. Upon the front of the building we selected one board and gave it four coats, which no one, whose attention we have called to the fact, has been able to point out at a distance of 25 feet from the building, showing the completeness and evenness of the cover, and testing the fact that two coats properly put on are ample at one time.

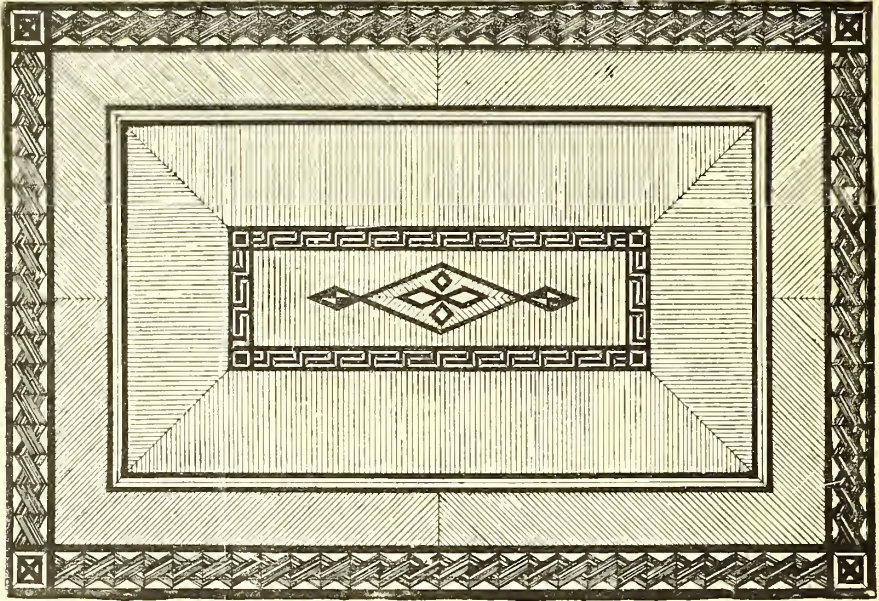
**The result** in a financial point we almost hesitate to mention, as it would hardly be likely to prove as satisfactory in most cases; it was, however, a trifle over one-half of the amount of the lowest estimate we had been able to obtain for the job, from three different painters, and we don't hesitate to say it is a better job than most of them would have given us. **The convenience** of such an article is also of great importance, and when perfectly reliable goes largely towards the economy of its use. The handsome color sample cards of this company enable the consumer to select a shade consistent with their tastes, without the necessity of experiment, delay and expense.

**As to the durability** of these paints, Harrison Bros. claim them to be prepared from pure White Lead, corroded by themselves, pure Oxide of Zinc, and the finest and strongest coloring materials that are obtainable, mixed with pure Linseed Oil, and so prepared that it will never become fatty, or



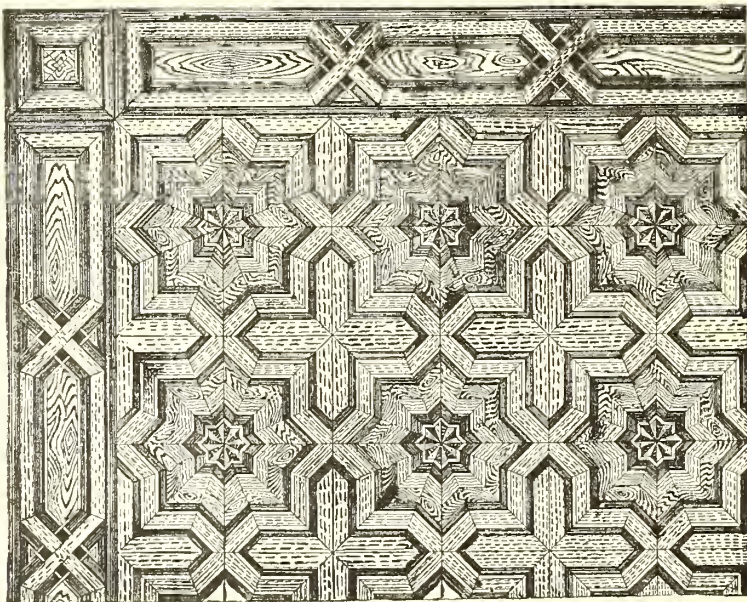
lose its property of combining with Lead or Zinc, thus always drying hard, glossy and even; and our test experiments, and observations, have convinced us that there is nothing in the market, no matter what is claimed for it, that is superior to such an article as the above. In order to make a good article in any line, good material and skilled workmanship are indispensable, and the concern which is most careful, honestly to observe these simple points, will certainly come to the front in due time and be able to stay there just so long as they keep up to the standard. In the use of an article, honesty is also just as indispensable, for which painters, as a class, are not notorious, but we don't consider them exceptions to plumbers in this respect, nor indeed to most of the trades. A first-class job of painting cannot be had without suitable conditions; in the first place the wood should be perfectly dry. The paints used must be not only of good materials but thoroughly ground and properly put on. We have been fully convinced that the reputation of certain brands of paints have been greatly damaged by dishonest and inexperienced painters in the use of worthless oils, in order to spread a large surface at a small expense of thinners and in slovenly handling; therefore, we would particularly caution owners and bosses against abuses of the above, and many other natures known to the trade, no matter what the brand or whose manufacture of paints are being used. And we express this caution for two reasons, the first of which is HONESTY WILL NEVER FAIL. We have seen scores of painters fail, go to ruin, disgrace, and finally sink disappointed and despairing into an untimely grave for want of it, and have seen others flourish, rise, succeed and take their places, honored and respected because of it in their lives and practice. Harrison Bros. & Co.'s paints can be had either at their places of business, viz., 105 South Front Street, Philadelphia, or at 115 Fulton Street, New York, or of any of their many agents throughout the country, at prices always at par with those of as good an article of any other brand. By sending to either of the above addresses any one may obtain a sample color card, in order to select shades and colors to suit them. The cards contain instructions how to use the paints, which should be implicitly followed.

Another article, as desirable in the domain of wood finishings as the above described paints are in their line, is known in the market as **Wood Carpet, Parquet Floors**, portable and paneled wainscotings, and other wood decorations, as manufactured by Mr. John W. Boughton, and to be seen or had at his store, 1,118 Market Street, Philadelphia, Penn. This is also another article that we have thoroughly tested, having used in our own house the first piece of "Portable Wainscoting," and laid down the first sample of "Wood Carpet" ever made. Those who have traveled in Europe have no doubt noticed that a large proportion of the floors there are never carpeted, but laid with woods in a greater or less degree of ornamentation, nicely and smoothly finished, and in many cases kept waxed and polished, especially in the houses of the better classes, in public houses, and in many stores, offices and saloons. Those floors are laid of material generally about one inch thick, upon a rough under floor, and are tongue-and-grooved together. The floors manufactured by Mr. Boughton are a patented article, are made of any desirable variety of different colored woods, of about the same resistive force, are about one-quarter of an inch thick, are firmly glued to a piece of cotton cloth, or other suitable backing, as the design is being put together, and when complete the work is well dried, planed and polished, rolled or folded up, and sent to the place for which it was made; or, as in the case of the goods which are called "Standard," the woods are glued on in strips, alternating in colors, as may be desired, and when the piece is complete it is about fifteen feet long and from two to three feet wide, and rolls up like a common piece of oilcloth. This latter style is laid down in different designs, with borders and ribbons, as may be chosen, between and around them. The cut here inserted is designed to illustrate this latter method, and is, as near as may be, an average design in the matter of elaboration.



In this design the outer border is 18 to 24 inches wide, with corner designs; laying around next to it is a strip of goods made of one color of wood (in this case), put on the cloth diagonally, and is separated from a wider strip by walnut and ash ribbons, which is also of one color of wood, with the strips laid on straight across, separating it from the center design is a Grecian border, and in the center is one form of design suitable to the outline of the space contained within the Grecian border. These center pieces can be made in endless variety, and are many of them exceedingly beautiful. The light-colored woods, "in mass," are generally oak, ash, or Georgia pine, sometimes cherry or mahogany, and frequently the masses are fitted with goods made of alternate dark and light-colored woods.

This second cut represents one of the more elaborate parquetry floors, which are generally kept neatly polished in wax or shellac.





It will not be difficult to perceive, in looking at this example, that the scope for design in this work is very great, and that the beauty and elegance of such floors are of a nature calculated to place them among the products of the highest order of artisanship. In this case the carpet is put together in the factory, in squares of which the stars are central, taken in that form to the place for which it is made, and carefully joined together, secured to the floor, dressed and polished. The wainscotings manufactured under these patents are also in a great variety of beautiful forms, ceilings and walls are covered with the same materials, and are of the richest order. All of these goods have been thoroughly tested by hundreds of people for over six years, and in places receiving the hardest wear, it is acknowledged to be the best substitute for carpets, oilcloths, and mattings that has ever been invented. It is much cheaper than either of the latter, as it is about equal to them in first cost, and will wear longer than four of them in succession. It is used as a substitute for carpets, oilcloths and mattings in rooms of every description, and, with ordinary care, it is easily kept clean, and will not lose its figure until worn out. We have had our kitchen floor covered with it over six years, and it is very nearly as handsome as when first put down; a star in the center and a border around the wall gives it a fine effect, and we have frequently had persons remark that our kitchen floor was the prettiest in the house.

Mr. Boughton also manufactures an adjustable mosquito and fly screen suitable for windows and doors, which no home should be without, especially as they are very cheap and durable, and adjust to any width of window. This article is also patented, as is his Nursery Gate, another indispensable article. We have dwelt at considerable length on these goods for the reason that we highly appreciate their merits, and hope to see them take the place of carpets to the fullest extent possible, if for no other reason, because of their great sanitary benefit.

Any one wishing to learn more of these splendid goods, or to ascertain the prices, may do so by sending for one of Mr. Boughton's illustrated catalogues, to the above address (1,118 Market Street, Philadelphia, Pa.) or to the "American Home Commission Co.," 191 Broadway, New York, N. Y., who also take orders for these goods in the latter city. They can also be obtained of the following agents of Mr. Boughton, viz.: J. W. McKnight & Co., 1,427 Pennsylvania Avenue, Washington, D. C.; C. L. Carter & Co., 22 West Fayette Street, Baltimore, Md.; S. Boyd Martin, Third and Walnut Streets, Harrisburg, Pa.; and E. D. Witt, 159 Smithfield Street, Pittsburgh, Pa.

**Building Materials** and appliances of almost every nature in use, are easily and economically obtained at Philadelphia. The great coal, iron, lumber, stone, and slate regions of the State of Pennsylvania are directly connected with this city by railroads, canals, and rivers, while the site upon which it stands affords stone, sand, and clay for the manufacture of the best quality of bricks; which facts, combined with an unusual degree of encouragement afforded by a large number of well-organized building and loan associations, and the dispositions of capitalists to be satisfied with a reasonable interest on their money, have been the great auxiliary forces operating to produce so many thousands of dwellings, of a rather small, though neat and comfortable nature, as are here found covering many square miles of lands, and rapidly increasing in numbers.

While there are a few suburban towns in New Jersey, mostly upon the banks of the Delaware, and also a few in the adjacent counties of Pennsylvania, which are patronized by and becoming the homes of many Philadelphians whose places of business are in that city; yet we here find no such spectacle as is witnessed on all sides of New York, where tens of thousands of people, who scheme, toil, and sweat all day long in that city—from the lordly millionaire to the apprentice or office boy—and in the evening hours return in vast armies to their homes in the hundred surrounding suburbs, from whence they had come during many of the morning hours.

**Camden, New Jersey**, is the principal near suburb of Philadelphia, and is intimately related to that city in many ways, as is Jersey City or Hoboken to New York; although; perhaps, it does not contain so large a proportion of the business men of the great metropolis on the opposite shore of the river, as does those cities of New Yorkers.

It is situated on a sandy plain, opposite the old heart of Philadelphia, and is connected with it by four lines of steam ferry-boats. It is the capital of Camden Co., New Jersey; was chartered in 1831, and has at this time a population of over 35,000. It is the terminus of the Camden and Atlantic, the Camden and Amboy, and the West Jersey (Cape May) Railways, and is a port of delivery of importance. Its character is a veritable shadow of the mammoth human-hive on the opposite side of the Delaware, most of its residences being rather small brick houses, and its people largely engaged in many moderate and great manufacturing concerns in its own midst.

Its Institutions are similar to those of the opposite city, from which it receives a great degree of stimulus, and embrace a number each of Baptist, Presbyterian, Episcopal, Methodist, and Friends' Churches, excellent public and other schools, and many other organizations of various characters. Facilities for building in this city are of the same nature and cost as in Philadelphia, and because of this fact, and the low price of farm and garden products, "Home Building" receives such encouragement here as is very satisfactory to those interested.

## NORRISTOWN.

This fine town is the capital of Montgomery County, Pa., and is only about 16 miles from Philadelphia by way of the Reading Railroad. It is situated on a high, beautiful position on the easterly bank of the Schuylkill River, and is the eastern terminus of the Chester Valley Railroad. The character of this town partakes largely of that of the great city at the mouth of the beautiful river upon which it stands, and which exerts a powerful influence over it. The present population of Norristown is over 15,000, and it is one of the prettiest and most *healthful* suburbs of Philadelphia. The principal Hotel is the Montgomery House, which charges \$2. There is a vigorous manufacturing interest located at this point, and, unlike most of the towns within so easy a distance of New York, its people have within their midst the sources of profitable industry; among which are prominent Cotton and Woolen Factories, a Furnace, Rolling Mills, and other iron manufacturing concerns. The improvements in the way of public buildings and dwellings are of a very substantial and creditable nature, being almost exclusively of brick or stone, or fine light-gray native marble. The Court-House is remarkable for its elegance, being built of this native stone. There are several churches in this city, embracing all the more prominent Christian denominations, three or four fine boarding schools, and good public schools. The County Institutions are of the usual nature, and there are six different newspapers published in the place, some of which issue daily and weekly editions.

## LANCASTER.

Located in the heart of a grand farming district which has been styled the "garden spot of Pennsylvania," near Conestoga Creek, and on the Pennsylvania Railroad, about 70 miles from Philadelphia. Lancaster was the capital of the State of Pennsylvania from 1799 until 1812, and is still the seat of justice of Lancaster County. It was projected about 1730, and its city incorporation bears the date of 1818. When it is remembered that the county, of which this old town is the center, is unsurpassed by any in the State for combined agricultural and mineral wealth, and that while the county contains over 125,000 people, this place has during the lapse of over one hundred and thirty years, only reached a population of 25,000, it will be surmised that the spirit of American enterprise has for some cause been discouraged, and rendered powerless to act in that vigorous

manner commensurate with such surroundings and facilities, and can only be harmonized by the conclusion that during the past years which have witnessed, one by one, the bones of the original Dutch settlers drop into the earth, there must have reigned a disposition of what is now styled old-fogyism, to such an extent as to paralyze the growth of that enterprise so needful for the building up of great business centers. The *health* record of this city and county is as good as any in the State, and there is *now* a manifest disposition to maintain the reputation of Lancaster in that direction, by laying well-devised systems of sewers and providing the city with a plentiful supply of good, pure water.

The **Hotels** of the place are numerous, and one of them, at least—the Stevens House, a new establishment—is organized and conducted on modern principles, contains all the modern improvements, and has accommodations for over 300 guests. The City Hotel is an average house and charges \$2 per day.

The **Industries** of this important center are of a useful and profitable nature, and are intimately connected with the natural products of the surrounding country. The remarkable fertility of the soil, which returns the husbandman rich reward for care and labor, has thrown in its mite toward the success of extensive factories and mills producing Threshing Machines, Axes, Carriages, Flour and Agricultural appliances of different natures, while great deposits of mineral products have caused to spring up Foundries, Rolling Mills, Machine Shops and Locomotive Works; and, beside all these, there are several large Cotton Mills, giving employment to about 2,000 operatives. Among the minerals found in Lancaster County are iron, zinc, lead, and it is said the nickel mines are the largest of the kind in the world.

The **Institutions** of Lancaster are of the usual nature of such cities in this State, and show signs of forward movement which would indicate a more rapid progress in the near future than has been the experience of the place in the average past; among them are thirty-five places of worship divided among most of the prominent Christian sects, twenty-two public schools and one high school, several private schools, and the Franklin and Marshall College is located within the city limits, and there is also a Theological Seminary, and the State Normal School is situated at Millen-ville, about five miles out in the country, which is reached from the city by a horse railroad.

The county buildings and several of the churches are of a remarkably fine character, while the private dwellings are also of a good class, and many of them very pretty. Brick and stone are the prevailing materials used in building, and are obtainable at low rates.

Farms and lots in the county or town are of the most desirable nature, and are not held at extravagant prices. Mr. John M. Cowell, 34 N. Duke Street, Lancaster, Pa., is a proper and trustworthy person to communicate with in reference to either lots or farms, or, in fact, any other matters connected with the important subject the interests of which we are now endeavoring to advance. There is no doubt but capital controlled by enterprising men can find as profitable investment in this locality as any other in the State, and such cannot be the case without causing it to be an unusually inviting one for those who may only be seeking a place in which they may obtain the greatest number of helps toward "Home Building." In either event, we have introduced the name of Mr. Crowell, as one from whom reliable advice and aid can be obtained. The spirit of journalism in this city is at a high pressure, and there are being successfully published 19 newspapers and periodicals, including dailies, weeklies and monthlies, the characters of which partake of independent, political, and religious natures, and some of which have quite a large circulation.



## HANOVER.

This interesting town is located in the south-west corner of York County, Penn., 18 miles from York, the county seat, 44 from Harrisburgh, and is reached by the N. C. Railroad to York, and the H. and Y. Railroad to Hanover. The point was first settled in 1765, and has at present a population of 2,500 people, who are mostly of German descent. The place is very healthy, and the climate fine and salubrious.

The county is a fine farming region, and is largely engaged in the culture of tobacco. There are four well-drained, graded and macadamized streets, and many good-looking buildings. Most of the dwelling-houses are owned by their occupants, and, such as can be rented, bring from \$100 to \$200 apiece, per annum.

The principal Industries of the town are the manufacture of Carriages and Cigars, Bark-grinding, and various other pursuits connected with town and country life.

The Institutions are embraced in five churches, seven public, and one private school. There are also four newspapers published in the place, one of which, the "Hanover Herald," has a fine circulation, and is an independent, popular sheet. It is edited and published by Mr. M. O. Smith, and is issued every Saturday at the subscription price of \$1 50 per year. This paper is one of the best advertising mediums in the county, and would, no doubt, richly reward the subscriber, no matter what part of the country he may happen to reside in, as it is independent, crisp and newsy.

## BEDFORD,

The county seat of Bedford County, is located on a high elevation between two lofty ridges of the Alleghany Mountains, one of which lifts up to a height of over 1,200 feet above the town, and on the Raystown branch of the Juniata River. It is reached via Pennsylvania Central Railroad to Huntingdon, and via Huntingdon and Broadtop Railroad to Bedford. This town was settled in 1770, and has a population, at present, of nearly 3,000.

There are about half-a-dozen Hotels in the place, all charging \$2 per day, the Mengel House being most highly recommended. This is one of the high, fine, *healthy* sections of Bedford Co., Penn., that many constitutions would be greatly benefited by choosing for a home center.

The Industries of this locality are connected with the Lumber and Coal interests and farming; and, although there are mountains of iron in the county, there are no mines of that mineral yet developed to any considerable extent.

Bedford Springs are about a mile from the town, where there is an extensive hotel—the Bedford Springs Hotel—where large numbers of people congregate during the Summer months. The spring water contains carbonic acid, sulphate of magnesia, sulphate of lime and murate of soda, and is very useful to certain forms of chronic infirmities to which mankind is heir, while the splendid atmosphere of the place is also invigorating. There are five or six churches in the place, public and graded schools, and the usual county institutions. There are two newspapers published in the town, one of which, the "Bedford Gazette," was established so long ago as 1805. It has a large local circulation, and is a good advertising medium, and any inquiry directed to the "Bedford Gazette," Bedford, Penn., with reference to any matters connected with "Home Building" in the locality would elicit full and valuable particulars. This is one of the centers which is destined in the future to develop enterprise, in connection with its vast iron deposits, which will surpass the present expectations of those who have already chosen it as their home, and will engage the capital and labor of those who, as yet, know nothing of the fact of the existence of such grand opportuni-

ties for investment. The iron and the coal for manufacturing it lay in high ridges, and the valleys are waiting and slumbering unto the day when they shall thunder with the noise of the furnace and rolling mill.

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## CLEARFIELD.

This interesting coal and lumber center is the capital of Clearfield County, Pa. This county is one of the largest in the State, and is located within a few miles of the center of it. It is reached via the Pennsylvania Central Railroad to Tyrone, and from thence by branch to Clearfield. It is quite beautifully situated on the west branch of the Susquehanna River, and is a healthy locality.

Coal and lumber are the principal articles with which the industries of the people of this town are engaged. The place is comparatively a new one, and has a population of about 2,000.

The Institutions located here are those connected with the county affairs and offices, several churches, good public schools, a bank, and two newspapers. There are interesting features in connection with this great central portion of the State, which would profit those looking in its direction to make particular detail inquiry concerning, and we refer those interested, or any desiring to become interested in the locality, to Mr. George Thorn, Clearfield, Pa. Mr. Thorn is a contractor and builder, and is also manufacturing Flooring, Siding, Doors, Sash, Blinds, Moldings, Brackets, Newels, Rails and Balusters, of many varieties, and other articles needful in house-building, and is therefore thoroughly prepared to build at the lowest living rates, and is fully posted with reference to lots, lands, and all other matters concerning home builders in Clearfield County or town.

Curwinsville is another thriving lumber center, on the west branch of the Susquehanna River, and is about six miles south-west of Clearfield, in Clearfield County, Pa. We have introduced this, with other lumber centers, partly because of the general interest taken in them by all house builders who desire to know where the lumber comes from.

In connection with this town we cheerfully recommend to our readers Mr. Wm. H. Miller, Curwinsville, Clearfield Co., Pa., for detail information. Mr. Miller is an architect and builder, and is also engaged in designing and building bridges of all descriptions, as well as dwelling-houses or public buildings. We are always glad to be able to refer our readers to practical men, who are interested in the locality of which we are speaking, and who are reliable, go-a-head parties, as the information derived from such men is trustworthy and valuable.

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## CHESTER.

Among the old cities and towns of Pennsylvania this one stands foremost. It is located on the west bank of the Delaware River, 15 miles south-west of Philadelphia, on the Philadelphia and Wilmington Railroad, which, with the river, affords excellent means of travel and transportation. In 1643, this point was selected by a colony of Swedes, and was called upland. In 1682, the government of William Penn convened its Provincial Assembly at this place, and it was the county seat of Chester County from 1682 until 1789, over a hundred years, at which time Delaware County was formed. It is a *healthy* locality, and within the past 15 years has doubled its population two or three times, having now over 12,000 inhabitants. There are several fair **Hotels** in the city, among them the City Hotel, Delaware and Morris Houses, and the Columbia House which charges \$2 50 per day.



The Industries of Chester include Iron and Wooden Ship-building, Cotton and Woolen Mills, and a variety of concerns connected with the building, agricultural, and general interests of the town and locality. There are among the various Institutions ten churches, the best of public and private schools, banks, four weekly and one daily newspaper. Rents and living are at a low average; lots are moderate in prices, and the exposure—the town being on a southern slope—is fine.

Mr. W. C. Gray, Chester, Pa., is a desirable party to whom any may apply for prices of lots in any particular localities, or for information with reference to farming lands, their values, qualities, terms, and for other information in connection with the above and kindred subjects.

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## WILMINGTON.

This fine old city is the largest and most important in the State of Delaware. It is 28 miles south-west of Philadelphia, via the Philadelphia, Wilmington and Baltimore Railroad, and is on the Christiana Creek, just above its confluence with the Brandywine, about two miles from the Delaware River, in Newcastle County, Del. It is a port of entry, and is one of the oldest settled places in the State, having been occupied by the Swedes in 1638. The Delaware Railroad connects this city with the southern extremity of the State, passing through the entire length of the State, and having several branches to other important points, and there are one or two useful branch roads which penetrate Pennsylvania in a north-westerly direction.

The past fifteen years has seen a rapid growth of population take place in this city, it having nearly doubled within that time, and being at present about 40,000. Wilmington is the undisputed metropolis of Delaware, and has a fine situation, the upper portion of it laying on the southern slope of an eminence which rises to an elevation of considerable over a hundred feet, and from which a fine view of the lower, old part of the city and a splendid stretch of the Delaware River may be seen.

The Industrial Interests of Wilmington are of an important and useful nature, and are the fruitful source of an extended commerce. The fertile gardens and farms of Delaware, especially of Newcastle County, yield great crops of Peaches and other fruit, Melons, and a variety of vegetables, tubers, and grains, which find shipment from this point, and are consumed by the patrons of the markets of many of the great cities of the Atlantic coast, reaching as far north as Boston, Mass. The manufactures of this city are principally those producing Steamships, Cars, Locomotives, Heavy and Light Machinery, Morocco and other leather, Iron in various forms, Furniture, Vulcanized Rubber, Paper, Cotton, Powder, Carriages, Shoes, Woolen Goods, Farming Implements, and a variety of other useful and ornamental articles, all of which find easy and economical transportation, both by water and rail, to the best markets in the States.

Wilmington has the reputation of being a very *healthy* locality, and has a number of good and apparently successful Hotels, which supply their guests with comfortable quarters and a bountiful table. Among them the Clayton House stands first, \$3 50 per day; the Delaware and Washington Houses and United States Hotel charging \$2 50 per day.

Among the Institutions of Wilmington are about 40 churches, embracing all the leading Christian denominations, which are maintaining Sabbath-schools, and a number of other useful organizations. There are finely-conducted public and private schools, and a high school of superior grade. Also, several banks, insurance offices, an institute—which contains a scientific lecture-room and a library of about 10,000 volumes—and many other institutions. The city is protected from conflagration by an efficient fire department, and is supplied with water from the Brandywine. There are published in Wilmington three daily morning papers, one evening, and three weeklies.

Real Estate in this city is much lower than the same quality of lots or houses range at in the suburbs of New York that approach anyway near to its size or character. Nearly all mechanics

here are owners of their own houses. Fine lots can be had that are drained in the best manner for \$50 a foot, or about \$800 to \$1,000 per city lot, while the range is about \$20 to \$150 per front foot. The buildings of Wilmington are mostly brick and stone, and a nice house of ten rooms, with modern improvements, can be rented for \$600 per year, and others in the same proportion. The farms and gardens in this county are noted for their fertility, and are obtainable at moderate figures. In connection with this subject we are happy to be able to refer our readers to M. M. Child & Co., Real Estate Agents, &c., No. 4 West Seventh Street, Wilmington, Del., to whom all may apply who may wish for particulars with reference to any special information in connection with lands, lots, houses, or other matters; and, as we consider Wilmington among the important and interesting places of our list, we invite inquiry.

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We here omit from our list of places described several names, some of which are among the most prominent in the country, such as Baltimore, Md., and Washington, D. C., it not being our purpose, in this work, to do more than include them in our statistical tables, which is the really practical part of the work. We have made a wide stretch between our last described place, and the one which follows these remarks; and shall not follow so close, or long upon a given route, as we have in past instances until we shall reach Omaha, Neb., although, in our tables, we have preserved the same connected system, only dropping out from our descriptive list a greater number of towns and cities than we have on some routes previously taken up and followed.

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## STEUBENVILLE.

Beautifully located on the west bank of the Ohio River, 43 miles west of Pittsburgh, via the Pan Handle Railroad, and 488 miles from New York. It is the capital of Jefferson County, Ohio, was first settled in 1798, and laid out for a town by old Baron Steuben in 1890. It stands on a high plain, is well drained and sewerage, and is considered a *healthy* city in every respect, except for throat diseases. The growth of this place has been steady, although at no time excessively rapid, its present number of inhabitants being over 14,000. It has a number of good **Hotels**, the Cochran Central being considered by some of the citizens the superior one.

**The Industrial Enterprises** of Steubenville have long attracted profitable patronage, and are from time to time increasing in importance and extent. They are principally connected with the production and manufacture of Iron, Nails, Machinery, Flour, Glass, Paper, Woolen Goods, and other articles; while the river and railroads facilitate transportation, and the vast supplies of the best soft coal and iron ores in the immediate vicinity greatly augment the advantages of the place for its undertakings. The lands of this vicinity are considered heavy, and are excellent for the production of wheat, grazing, and kindred uses.

**The Institutions** of the place consist of four Presbyterian, four Methodist, one Episcopal, one German Lutheran, one Congregationalist, one Disciples, one Catholic, and two other factions of Methodist Churches; the public schools are ample, and of a superior character, and there is beside an academy for boys and an old and well-established female seminary under the care of the Presbyterian Church. There are also two or three banks, two daily and two weekly newspapers, and a number of county and municipal institutions of benevolent and beneficial character.

**Real Estate**, at this time, is at a low ebb, although it is claimed on the part of those who are best informed with reference to the various prospects of the place, that there is no doubt but as soon as there is a general revival of business, real estate will advance rapidly from 25 to 50 per cent.

within two or three years. There is a generous supply of good stone for building purposes at this point, and brick are made on the spot, of a good quality, and at an average cost; and it can be readily seen by a glance at our tables that the cost of building and living are at a low average.

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## WHEELING.

At the founding of the State of West Virginia, Wheeling became its capital, which, about the time of the completion of the Chesapeake and Ohio Railroad, was removed to Charleston. It is the county seat of Ohio County, and is finely located on the east bank of the Ohio River, and on both sides of the Wheeling Creek, 90 miles below Pittsburgh, by way of the River. The Baltimore and Ohio Railroad runs a branch from Grafton, West Virginia, to this point, a distance of 99 miles, and it is connected by the Cleveland and Pittsburgh Railroad with these cities. The Central Ohio Railroad is its direct connecting link with Cincinnati, and by these different routes, and the Ohio River, and all their varied connecting links with all the great centers in the world, Wheeling need not wane because of a lack of commercial facilities.

This fine city was projected about 1770, and became the county seat in 1797. It stands on a rather narrow strip of level lands, situated between the river and a high range of hills on the east, which contain great deposits of bituminous coal. It is a port of entry, and has made a vigorous growth, especially during the past 15 years, reaching at this time a population of nearly 30,000. The **Hotels** of the place are fully up to the average for cities of its grade. Among them are the McLure House, St. James Hotel, and Grant House, \$3 per day; and the Stamm and Keim Houses, charging \$2 per day. The health of Wheeling has been maintained by giving attention to drainage and sewerage, and shows as fair an average as most of the Ohio River cities. The commercial and manufacturing **Industries** of this city are of an important and profitable character, and among the latter are a large number of Foundries, Forges, Machine Shops, and other establishments manufacturing great quantities of Cotton Goods, White Lead, Leather, Glassware, Flour, Woolen Goods, Paper, and many other articles. The natural and agricultural products of the surrounding country combined with the facilities for transportation which this city possesses, afford unusual advantages for the profitable prosecution of these industries, and are working together to maintain the prestige of Wheeling as the metropolis of West Virginia.

The **Institutions** of this city embrace a large number of churches, several academies, banks of deposit and savings, county and city institutions, and six newspaper offices, some of which issue dailies and weeklies and there are a number of organizations of a purely beneficial character.

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## ZANESVILLE.

This fine city is located on the left bank of the Muskingum River, opposite the mouth of the Licking River, about 89 miles from Wheeling, West Va., by way of the Central Ohio Railroad, and about 60 miles from Columbus, Ohio, by the same road. It is the county seat of Muskingum Co., Ohio, and was during the years 1811 and 1812 the capital of the State, previous to the removal of the seat of the State Government to Columbus.

It was laid out about 1799, and has a present population of 20,000. It is beautifully situated and laid out, with broad, shady streets, and many elegant dwellings and grounds, and is a very *healthy* locality. It is reached by the Cincinnati and Muskingum Valley Railroad, the Pittsburgh, Cincinnati and St. Louis Railroad, and the Muskingum River, which is a navigable stream to this point.



These facilities for transportation, combined with all the different roads and rivers connected with them, afford the manufacturers and merchants of the place very great advantages for carrying on their enterprises. Among the **Hotels** of this city are the Zane House, \$3 per day ; the Kirk House, \$2 per day, and the Sherman House, \$1 25 per day.

**The Industries** of Zanesville and the natural facilities afforded for their successful prosecution are not surpassed in extent and importance by any other city in the State of its size, and are of such a nature that will, without doubt, before many years greatly increase the population and wealth of the inhabitants. It lays in the center of the great iron and coal region of the State, and possesses a large number of manufacturers of Iron, Machinery, and Agricultural Implements. There are, beside the workers in iron, several extensive Glass Works, Door, Sash and Furniture Factories, Cotton, Flouring, Woolen, and Paper Mills, and manufacturers of Candies and Confections, Burial-Cases, Stone and Pottery Ware and Floor Tiles. All these enterprises seem to be panic proof, and do not appear to have been affected by the general depressing causes which have swept over the country for the past few years.

**The Institutions** of Zanesville are very noticeable for their character and extent; there are over 23 churches, which are divided among the Presbyterians, Baptists, Methodists, Episcopalians, Lutheran, United Brethren, and one or two other denominations. The Young Men's Christian Association has a reading room open at all hours of the day or evening, and maintains meetings of a religious nature, which are generally held in some one of the halls of the city.

The public schools are of the most superior class, and have connected with them a high school which requires three years to graduate the student, and which includes a commercial course, affording the graduate a complete commercial education; and there is also a female seminary, an academy, a commercial college, and good libraries in this city, while the county contains the Muskingum and McCorkle Colleges.

For information of a detail character we refer the reader to Mr. A. C. Ross, fire and life insurance, and European drafts and passenger ticket agent, No. 132 Main Street, Zanesville, Ohio. And also to a pamphlet prepared by the Board of Trade of Zanesville, which can be obtained through Mr. Ross, by asking through the mail, and which is very full and interesting, and for which we recommend all to send.

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## COLUMBUS.

We need not enter into any extended remarks regarding this splendid city and capital of the State of Ohio. It is located on the eastern bank of the Sciota River, and is the county seat of Franklin County. The site upon which it stands is comparatively level, with sufficient roll to afford good surface drainage, and is pleasant and very fertile. It is 638 miles distant from New York, via the "Pan Handle" route to Chicago, 193 miles west of Pittsburgh, and about 120 miles from Cincinnati. Columbus was laid out in 1812, in the heart of an unbroken forest; was the same year chosen as the capital of the State, and was incorporated in 1816. Its streets are remarkably broad, and are adorned with magnificent shade trees and many elegant dwellings. Broad Street is 120 feet wide, and some of the other streets are 100 feet wide.

The *healthfulness* of Columbus has proved to be of a high standard, and its growth has been of a steady, vigorous, abiding nature, and it now possesses a population of about 50,000, and has many fine **Hotels**, among which are the Neil House, \$3 per day; the American House, \$2 50, and the United States Hotel, \$2 per day.

**The Industries** of this capital are of a general but very important character; it is surrounded by one of the finest agricultural districts in Ohio, and has railroads connecting it with all parts of the State, and a branch of the Ohio Canal connects it with the different great water routes, and

affords it the means of cheap transportation common to them. It lays within easy reach of the great iron and coal belts of the State, which is intersected by both rail and canal routes, and supplies the materials and fuel for converting them into many useful forms. The Sciota River presents the opportunity of milling by the use of an economical motor, and many Flouring, Paper, and other mills are utilizing its power.

The Institutions of Columbus are also of an exceedingly important character, and are varied and extensive in their nature. There are about 35 churches, some of which have splendid houses of worship, and all are, apparently, actively engaged for general good. The public school system is among the best and most advanced in the State, while there are high schools, academies, and universities of high reputation, and many other educational fountains. The State and County Institutions are of an extensive and valuable nature, and some of them occupy buildings well-known for their superior build and style; beside, there are many newspapers, banks, and other institutions and aids in the great work of "Home Building," and abettors of civilization.

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## FREDRICKSBURG.

At the head of tide water on the Rappahannock River, in a fine fertile valley, and on the Richmond and Fredricksburg Railroad, about 21 miles from Washington, D. C., and 62 miles from Richmond, Va., and in Spotsylvania County, Va., is located this pleasant town. It is one of the longest settled places in the county; is considered perfectly *healthy*, and has a population of over 5,000. There is considerable travel which rests at this point, and there are a few fair **Hotels**, among them the Exchange Hotel, \$2 50 per day; and the Walker House, \$1 50 per day. The Rappahannock River affords an excellent water-power privilege, and a canal extends from this place to a point about 40 miles up the river.

The Industries of the place are an important sustaining feature of its prosperity, and find many advantages in the locality for their successful prosecution. There are two Foundries and Plow Factories, one Paper Mill, one Cotton Mill, three Flouring Mills, two Spoke Factories and Planing Mills, and other mills and shops, and there is also a considerable commerce carried on with the surrounding country and other cities.

The Institutions of Fredricksburg mainly consist in about eight churches, which are divided among the Baptists, Presbyterians, Episcopalians, Methodists, and Roman Catholics, and of which there are colored Baptist and Methodist Churches. There are excellent white and colored public schools, a number of private schools, and a military academy.

**Real Estate.** There are very few vacant houses in this city, although the rents are very low when obtained, ranging from \$10 to \$25 per month. Lots are low in prices, and are well-drained, sloping to the river. Farms in the county range from \$5 to \$50 per acre, and are principally cultivated in wheat and corn, finding good markets for grain or vegetables in Richmond, Washington, Baltimore and New York, by boat and rail. Brick are made in the locality, and there is abundance of pine lumber, stone, and sand native of the place. The climate is good, not being subject to excessive cold, and the cost of living is comparatively low in every respect.

The mother of George Washington lived, died, and was buried in this fine old town. The house in which she died is still in a good state of preservation, and a monument marks her last resting-place. All who desire further information should address Mr. S. B. Kearsley, general insurance agent, Fredericksburg, Va. Mr. K. is thoroughly acquainted with the locality, and is the representative of about \$16,000,000 of capital in his line, and one could not do better than engage him in any way they may need help in insurance or real estate matters. There are three newspapers published in Fredericksburg.



## LYNCHBURG.

This is one of the finest representative towns of the interior of the famous old State of Virginia, and is located in Campbell County, on the James River, and on the Atlantic, Mississippi and Ohio Railroad, 204 miles from Norfolk, Va. The town was laid out in 1789, at which time it was known as Lynch's Ferry. It stands on the south side of the James River on a high, rapidly-sloping site, is most completely drained, and is a very salubrious climate—seldom freezing over three or four inches deep, and not ranging above 80 degrees in the Summer season. The *healthfulness* of the place is of the very best character, and the present population is over 12,000. The Piedmont, Orange and Alexandria Railroad also centers at this point, and the James River and Kanawha Canal connect it with Richmond, Va., from which it is distant, by canal, 147 miles eastward, and with Buchanan 50 miles to the westward. There are a larger number of **Hotels** at this place than any other of its size in the State, the Norvell House, \$3 per day, taking the lead; the Washington, Piedmont and Lynch Houses charging \$2 50 per day.

The **Industries** of Lynchburg are very largely identified with the agricultural resources of the great fertile region of country surrounding it, and with which it carries on an extensive and profitable commerce. The manufacture of Tobacco is the largest enterprise of the place, principally plug tobacco; the extent to which it is carried on may be well judged of when it is stated that at present it yields the Government an internal revenue tax of \$1,300,000 per year. The water-power afforded by the river at this point is of a splendid character, and is only very partially developed. There is, however, a few mills employing it in the manufacture of Cottons, Woolens, Flour, Tobacco and other articles.

**Institutions.** There are two Baptist, two Presbyterian, three Methodist, two Episcopalian, and one Roman Catholic Church in the city, and several organizations connected with them. There are four large public schools, one high school, and there is also an academy for boys and a seminary for girls which are not included in the free schools. There are banks, insurance offices, and three daily newspaper offices in the city.

**Real Estate.** Rents are calculated on the basis of 6 per cent. on the value of the property, which is, on the average, quite low. Lots are all well-drained naturally, the city standing on seven hills, named respectively, Garland, Court-House, College, Federal, Dimond, Daniels, and Franklin Hills. The business part of the town is well sewered and drained into the river. The surrounding country is very fertile, mostly a red clay soil, which yields great crops of wheat, oats, rye, corn and tobacco, all of which—especially the latter—find a ready market at good cash prices in this city, and the lands are not held at extravagant rates. There are, perhaps, very few places in the State of Virginia which offer better inducements to the enterprising men of the present day than Lynchburg—it is in the midst of iron and coal, has a splendid water-power facility, and is surrounded by a fertile country, with a mild, healthy climate. **FURTHER FACTS** may be readily obtained from Peter J. Otery & Co., No. 133 Main Street, Lynchburg, Va. This firm is doing business as general insurance agents, and its members are acquainted with the resources of the locality. Those having business in their line, or wishing to engage their services in real estate matters can do so to much advantage.

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## HUNTINGTON.

Among the more important towns which began their real existence during the building or about the time of the completion of the Chesapeake and Ohio Railroad is the one named above. It is located on the south bank of the Ohio River, on a level plain or bottom lands, about two-and-a-half miles wide, which terminates with gently sloping ridges, very different from the high, rolling banks

common to that river, and at present the terminus of the Chesapeake and Ohio Railroad, 421 miles from Richmond, Va., in the north-east corner of Wayne County, West Va.

This town was projected about 1868, and during the construction of the Chesapeake and Ohio Railroad, and about the time of its completion, it grew with great promise. It was named in honor of Mr. C. P. Huntington, the President of the road at that time. Passengers for Cincinnati and points west take steamboats at this point, and at Guyandotte, five miles up the river.

This town is regularly laid out, and contains many neat dwellings, good stores, and one or two handsome church edifices. It has about 2,000 inhabitants, and is, so far as tested, as *healthy* as the average of Ohio River towns. The railroad company have a round-house, repair, and construction shops at this point, and there are other small industrial interests in the place.

The lands in the vicinity of this place are of the most fertile nature, and are easily tilled. The site of the town is high, possibly averaging 50 feet above high water, and is therefore naturally well drained. The future will connect at this point an interior route to Louisville, Ky., cross the river on a fine bridge, and run a second route along the Ohio River's northern banks to Cincinnati, Huntington becoming a central instead of a terminal point. There are good schools in the place, and there are several reasons, as may be judged from this sketch, which tend to attract attention to the locality.

**Burlington**, Lawrence Co., Ohio, stands on the northern bank of the Ohio River, about three miles below Huntington; 311 miles below Pittsburgh, via the river, and on the extreme southern point of the State. It is one of the oldest towns in the county, and was the county seat until about 1850, since which time, and the removal of the seat of justice to Ironton, it has gradually fell into decay, and has but a meager population of about 500. It is a tolerably healthy locality, and stands on a rich alluvial plain about one mile wide, which is bordered by high, bluff-broken hills. There are Presbyterian, Baptist, and Methodist Churches, and a good public school in the place, while the old square brick Court-House stands a monument of past glory.

The "bottom farms" above and below this town are of a very superior nature, are suitable for all kinds of agricultural purposes, and can be had for a less average than \$50 per acre. The "hill lands" are broken and much thinner, and can be had for an average of \$15 per acre.

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## ASHLAND,

Among the important points which lay within the great coal belt of Kentucky and Ohio, the one named above deserves special notice in this work. It is located on the southern bank of the Ohio River, in Boyd County, Kentucky, 320 miles from Pittsburgh, and 146 miles above Cincinnati. It is the terminus, on the Ohio River, of the Lexington and Big Sandy Railroad. It was laid out by the Kentucky Iron, Coal and Manufacturing Company in 1854, and has a present population of over 2,000. The healthfulness of the place stands at a good average, and it has two or three **Hotels**—among them the Ashland Hotel, which is an immense structure for such a town, and charges \$2 per day.

**The Industries** of this locality are almost exclusively absorbed in the mining and manufacture of Iron, and Coal Mining. There are two extensive furnaces at Ashland, both of which use stone coal from the celebrated Ashland vein at Coalton, mixed with a certain preparation of Missouri coal, brought round in barges by river. One of these furnaces has a Nail Factory attached to it, which works its immense productions of pig iron into nails and bars. The other great establishment, standing at the lower end of the town, produces about forty tons of pig iron daily. There is one large Lumber Mill, and one Flouring Mill which runs a large number of stones.

**Institutions.** The society of Ashland is of the average character found in the Ohio River towns

in this part of the State. There are Presbyterian, Methodist and Catholic Churches in the town, good private and ordinary public schools, one bank, with a capital of \$300,000, and one newspaper.

**The Future Prospects** of this town are naturally of a superior character. It lies on the banks of the Ohio River, less than one-third of the distance from Cincinnati to Pittsburgh, at a point where the river is never less than 20 feet deep, affording the best site for a harbor and dry docks now unoccupied along the entire length of the river. The harbor is over three miles long, and is peacefully waiting for enterprising capital to step in, and in connection with the vast beds of coal and iron in the immediate vicinity, make overtures for a trade which would at once halt here in preference to continuing 320 miles further to Pittsburgh. One other leading feature should be the building of iron hulls for steamboats, using the iron and fine timber of the locality, and also using the coal found in the neighboring hills in its manufacture. Real estate and living are both at a low average, and the town is nicely situated with a sunny exposure.

**Coalton** is about 13 miles back from the river on Williams Creek, where several hundred miners are engaged in coal mining. The L. B. S. Railroad Co. receive here in their cars 3,000,000 bushels of coal annually, which is but a tithe of what might be done by a company properly prepared with docks and barges and using the harbor of Ashland. The vein from which this coal is being taken, underlies a great portion of the county, and is about four feet in thickness. At Coalton it lies 60 feet above the bed of the railroad, and 40 feet above this vein lies another seam from four-and-a-half to six feet in thickness, also of first-class quality.

A company properly equipped, and possessing an adequate capital, engaged in developing a coal trade between Ashland and Cincinnati, could compete with the mines of Pittsburgh in a most successful manner, and it is a matter of surprise that the field has not ere this been more fully occupied.

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## IRONTON.

This fine industrial town is located on the north bank of the Ohio River, 145 miles above Cincinnati, and 325 miles below Pittsburgh. The lines of steamboats running in connection with the Chesapeake and Ohio Railroad from Huntington, with many other lines from other points, and many transient steamers; also with the Iron Railroad, which extends about 15 miles into the interior, afford the means of travel and transportation enjoyed by this place. It is the capital of Lawrence County, Ohio, the seat of justice having been removed to this place from Burlington about 1850.

The first public sale of lots took place June 20, 1849, at which time the place was principally cornfields. The place has proved to be a *healthy* one, and the great coal and iron interests of the county has been the fruitful means of growth which has brought into existence a city of over 10,000 inhabitants at this time. The Grant Hotel, Ironton and Sheridan Houses are the principal **Hotels** in the place; charges average \$1 50 per day.

**The Industries** of Ironton, like many other places we have visited, are also largely dependent upon the prosperity of the iron interests of the place. Several immense concerns are engaged in and near the town in the manufacture of iron in all its varied forms. One of the largest furnaces in the world was recently put into operation near this point, on the bank of the Ohio River, and there are besides the furnaces, Rolling and Nail Mills, some heavy Machine Shops, and other manufacturing concerns. The agricultural strength of Lawrence Co., Ohio, is far below many others, while, perhaps, her advantages for the mining and manufacture of iron are not excelled by any other in the United States. The Iron Railroad, extending only about 15 miles into the interior, is exclusively devoted to the interests of a number of extensive furnaces, which employ it to convey their pig-iron to the Ohio River, it being the natural thoroughfare by which the great markets are reached. If



this railroad was extended to connect with that which runs from Hamden to Portsmouth, Ohio, it would greatly facilitate travel to Ironton, would afford a more rapid means of transporting manufactures to their destined markets, and would soon open the place up to a more vigorously enterprising class of capitalists.

**The Institutions** of this little city are industriously engaged cultivating the realm of mind and spirit, while the great furnaces engross the physical forces of the people. There are two Congregational, three Methodist, one Baptist, one Presbyterian, one Episcopal, one Christian, and one Catholic Church in Ironton, excellent public and private schools, the county institutions, two or three banks, four newspapers, and other organizations of benevolent and beneficial characters.

**Real Estate.** Many fine dwelling-houses adorn the streets of this city, both of brick and wood, and one or two of the churches are of a superior class of architectural design. The value of lots range from \$400 to \$750 each for residences, where unoccupied, and those vacant in the business part of the city range from \$2,000 to \$3,500 each.

Among those engaged in real estate matters, Mr. Charles Riehey, Ironton, Ohio, has as fine a selection of lots and other property as any other, especially those in the eastern part of the city, are of a superior quality, and are in line with the best improvements. Mr. R. is well acquainted with all matters concerning property in the city and county, and should be sought by those wishing to locate in the place, or to make inquiry with reference to any business enterprise in connection with Ironton or Lawrence County. The farming lands of the Ohio River Valley, above and below this point, are of a superior quality, although there is but a limited tract of them, and the hill farms are much inferior and quite rugged.

**Building Materials** are abundant in the place, native to the locality; a superior quality of sandstone, of which most of the furnace stacks in the county are built, abounds in inexhaustible quantities, and a fine clay, from which bricks are made, is also found in great supplies. There are two concerns in the city extensively engaged in manufacturing Lumber, Sash, Doors, Blinds, and all Moldings and other wood finish required by house builders. The cost of living at this place is about the same average as at Cincinnati.

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## PORTSMOUTH.

The site upon which this city stands, and the country tributary to it, with all their natural advantages such as are afforded by two great navigable rivers, and immense deposits of iron and coal in close proximity to each other, are of such a nature as are calculated to produce a feeling of surprise in the mind of the observer to find Portsmouth so far behind many other cities of much fewer natural advantages which front on the same "Beautiful River." This city is the capital of Scioto County, Ohio; it stands on an elevated, comparatively level plain, on the north bank of the Ohio River, immediately above the mouth of the Scioto River. The Ohio and Erie Canal terminates at this point, also a branch of the Marietta and Cincinnati Railroad, which leaves the main line at Hamden, Ohio. Portsmouth is 114 miles above Cincinnati, and 353 miles below Pittsburgh, by way of the Ohio River. This point was settled more than half a century ago, has an average record for *healthfulness*, and has at this time over 12,000 inhabitants. Many of the residences, churches, stores, public buildings, and Hotels are built of brick and stone, and some of them are of a very imposing character. The Briggs House is a first-class house and charges \$2 50 per day; the Massie House charges \$2 per day, and the Central Hotel \$1 50 per day.

The Industries of Portsmouth are of the same character as those of Ironton, Ohio, while its general advantages are of the same nature, and when the railroad projected along the north bank of the Ohio River shall be completed from Steubenville, Ohio, to Cincinnati, Ohio, both Portsmouth and Ironton will receive new life.

**The Institutions** are also of the general character of those described at Ironton, although the churches and schools are, perhaps, better sustained, and there appears to be a better spirit of public enterprise, and it enjoys in its midst five newspaper offices.

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## MAYSVILLE

Stands on the south bank of the Ohio River, at the mouth of Limestone Creek, on a high narrow plain, which li ts gently up into beautiful, bold, sloping hills. It is 60 miles above Cincinnati, by way of the river, about the center of the northern boundary of Mason County, Kentucky, and has a railroad connecting it with Lexington. It has a sunny exposure, with fine lines of shade trees along its streets, and the neat-looking brick dwellings and stores that stand in a long, straight line fronting the river, shadowed by beautiful maples and elms, give such an inviting appearance to the town on approaching it by steamer, as is not excelled by any other town in Kentucky. Maysville was settled about 1785, and when first known as a town was called Limestone. It was incorporated in 1833, is splendidly drained and sewered where required, is one of the most *healthy* places on the Ohio River, and has a thriving, intelligent population of over 7,000. The principal **Hotels** are the Bancroft and Hill Houses, both charging \$2 per day.

Maysville is the center of trade for a fine and extended agricultural region of Kentucky, which is largely devoted to the cultivation of grain, hemp, and live stock, and has enjoyed the reputation of being the most heavily engaged in the hemp trade of any town in the country. Among the **Industries** of this people are a large number of manufactories of Plows and Wagons, two or three Foundries, several extensive Rope Walks, and manufacture of Bagging, Cotton and Flouring Mills, and a number of other minor concerns producing various articles of useful characters.

**The Institutions** of the place are also numerous and important, and among them are about a dozen churches of various Christian denominations; a thoroughly organized public school system supplied with good buildings, seminaries and other private schools of excellent reputation, an hospital, and other charitable institutions, two or three prosperous banks, three weekly and one monthly newspaper, and a few beneficial organizations.

An extra quality of limestone abounds in the locality, and a good clay which is utilized in the manufacture of brick, with which a large number of the buildings in the city have been constructed.

**Aberdeen** is a handsome town on the opposite side of the Ohio River from Maysville, in Brown County, Ohio. It stands on elevated lands, and is backed up with beautiful fertile hills, many of which are covered with vineyards. It has a population of about 1,500, and is a healthy, pleasant locality, possessing cultivated inhabitants, and presenting many attractions.

**Augusta**, on the south bank of the Ohio River, in Bracken County, Ky., is a finely located town of about 2,000 inhabitants. It contains several important industrial interests, among which are large Flouring Mills, Tanneries, and a number of extensive Tobacco Warehouses. There are also several good churches, public and private schools, a newspaper office, and it is the seat of Augusta College—the first institution of the kind ever established by the Methodist Church—and which was founded in 1825. There is also a fine agricultural district tributary to this place, among the specialties of which is the cultivation of tobacco and hemp. The existence of fine limestone for building and lime-burning purposes, and good clay from which large quantities of brick are made, greatly facilitate and cheapen building operations, and consequently reduce rents.



**Newport, Ky.,** is in Bell County, opposite Cincinnati, Ohio, on the bank of the Ohio River, and on the eastern side of the Licking River; a fine railroad and wagon bridge across the Ohio River connects it with Cincinnati, and it is also connected with Covington by a suspension bridge over which a horse railroad passes over into Cincinnati, across the splendid suspension bridge which connects that city with Covington. Newport is a pleasant city, and is the place of residence for a large number of business people from Cincinnati. There are many neat-looking brick dwellings in this city represented by the plans on Plate No. 25. There are good churches and schools, and many other useful institutions flourishing in Newport, and it is also the site of a military post of long standing.

**Covington** is on the western side of the Licking River, and on the bank of the Ohio River opposite Cincinnati, and is in Kenton County, Ky. It is the second city in the State, is a beautiful place, containing a population of nearly 35,000, and is the home of many Cincinnatians. It contains a number of splendid mansions, many superb villas and cottages, a large number of churches, public schools of the best character, classical, private, and special schools of good standing, and has quite a long list of heavy manufacturers in many different branches of industry. It is also the seat of the Western Theological College, a flourishing institution under the direction and patronage of the Baptists. Covington is connected with Lexington and Louisville by railroads, and is the commercial center for a large portion of the State of Kentucky.

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## MADISON.

Among the finest located old towns in the State of Indiana is the one here named. It stands on the north bank of the Ohio River, 95 miles below Cincinnati, Ohio, and 43 miles above Louisville, Ky. It is the Madison terminus of the Jeffersonville, Madison and Indianapolis Railroad, and is the county seat of Jefferson County, Ind. The excellent *healthfulness* of this city is one of its noted peculiarities. It stands about 50 feet above the highest floods that occur on the Ohio River; is drained, naturally, in the best manner, and sewered to a considerable extent. The present population of Madison is over 12,000, and the best **Hotel** is the Western Hotel, \$2 per day; the City Hotel and William Tell House charge \$1 50.

**Industries.** The people of this city are an active, industrious class, carrying on a large variety of useful manufactures, among them are Boat Building, Starch Factories, Cooper Shops, Furniture Factories, Saddle Tree Factories, Foundries and Machine Shops, heavy Flouring Mills, Hominy Mills, Spoke Factories, Planing and Molding Mills, and several other varieties of shops and factories.

**Institutions.** Among these we have gathered the following list, viz.: twenty churches of various Christian denominations, ten schools, all organized after the best models, one Masonic Temple, eight Odd Fellow's Lodges, Knights Pythias, Good Templars, two National Banks, two local insurance companies and several literary associations, all of which appear to be laboring toward the general welfare of the place.

**Real Estate.** Lots in this city are mostly about 160 feet deep, prices range very low, and consequently taxes and rents are low. The city of Madison is beautifully situated on an extensive plateau surrounded on three sides by fine, rolling hills, and looks out in front to the south over the shining waters of the Ohio River, upon the lofty hills on the Kentucky shore, which present a very picturesque appearance. The hills back of the city are many of them covered with flourishing vineyards and fruit gardens, which succeed well, and add greatly to the general beauty of the locality.

The buildings of the city are principally of brick. Dwellings comfortable and elegant, but not costly. Churches, school-houses, court-house and other public buildings are substantial, and in some cases fine specimens of architecture. The city is supplied with good water and gas, is kept clean, and its streets, occupied with residences, are adorned with beautiful shade trees. The society of Madison is of a good social tone, and there is one daily and three weekly newspapers published in the city, which appear to be fairly sustained.

As we consider this city one that we can afford to recommend to our readers, as one desirable in which to locate a "Home," we take pleasure in being able to recommend all who may wish further information to Mr. Henry C. Sanxay, general insurance agent, Madison, Ind., feeling assured that all who may need his aid in locating property, placing insurance, or in obtaining any special information, will find him competent, careful and obliging; and that, should any locate in this city, because of having their attention called to it by this article, they will not be led astray if they are honest and industrious.

## LOUISVILLE,

The metropolis of Kentucky, is located on the Ohio River abreast of the Louisville Falls, and is the capital of Jefferson County, Ky. It is about 138 miles below Cincinnati, by way of the Ohio River; has railroad communication with that city, and with the principal cities of Kentucky, and also with Jeffersonville, across a splendid bridge over the Ohio, which connects with the rail-systems of Indiana and all points east and west. Louisville is about 70 years old, stands on a high, gently-sloping plain, is a well-drained and sewered city, showing a good *health* record, and has a present population of about 150,000. It has many fine **Hotels**, among which are the Louisville Hotel, Galt House and Willard's Hotel, charging \$3 50 per day, the National and United States Hotels charging \$2 50 per day, and the St. Cloud Hotel charging \$2 per day.

**The Industries** of Louisville are more largely of a commercial nature than any other great city located on the banks of the Ohio River. As a tobacco market it exceeds all others known to the trade, and has, no doubt, handled enough of that accursed narcotic that, were its ghastly poisons extracted, it would be sufficient to destroy the lives of every living creature upon the face of the earth. There are also extensive Tanneries in Louisville, and next to Tobacco, would, perhaps, rank the interests in leather and hides. There are, however, many heavy manufacturers in Iron and Steel, Brass, Wood, and various other articles. While the commerce carried on within the State, and other parts of the world, and the supplies of household goods, Clothing, Dry Goods, Hardware, Agricultural Implements, Fancy Goods, Furniture, and other merchandise, is very extensive and remunerative.

**The Institutions** of Louisville are of the classes found in all our great cities, and many of them have projected their fame to the ends of the land. There are churches of all denominations, extensive benevolent and charitable institutions; schools of all needful grades, well arranged and conducted, with those among them competent to advance the student to the high attainments of a general or special scholarship. Insurance companies and banks of high standing and ample capital abound, and there are a large number of daily, weekly, and monthly newspapers and periodicals published in the city.

**Rents and Real Estate** are at a low average, and there are excellent opportunities for investment. Any one wishing special information with reference to lots, farms, houses, or any other matters connected with "Home Building," can, with advantage to themselves, confer with Henning & Speed, real estate agents, 146 West Jefferson Street, Louisville, Ky. These gentlemen are well acquainted with the city, and stand high in their line of business.

## LANSING,

The capital of the State of Michigan, is located on an eligible site for a city, selected as the most suitable position at which to establish the capital in 1846, at which time it was in the midst of a wild, thinly settled country. It is now a railroad center of great importance, having roads running in seven or eight directions, connecting it direct with Detroit, Toledo and Chicago, and with all parts of the State by the intersection of different routes. It is in Ingham County, on the Grand River, which affords splendid water-power facilities; is a tolerably healthy locality, and has at this time about 8,000 inhabitants. The best **Hotel** is the Lansing House, \$3 per day; the Chapman House charges \$2 per day, and the Greentree House \$1 per day.

The **Industries** of this capital are of a general character, which have more or less connection with the enterprises of the State, as well as with those of individuals and companies. There are extensive Flouring Mills. Woolen, Carriage, Chair, and other factories, Workers in Iron, and many other minor producers of various commodities. The agricultural interests of the surrounding country is important, and in a growing condition, affording a large and profitable trade, and absorbing the surplus labor of the county.

Among the more important **Institutions** of Lansing are its 17 churches and their various missions, its fine Ward schools, a splendid high school, the State Agricultural College, Odd Fellows Institute, and the State Reform School. There are also banks, the State Capital, and all its accompanying institutions and offices, and two newspaper offices.

**Real Estate** has held on an average advance of over 10 per cent. a year for many years, and lots are worth from \$500 to \$1,500 per city lot, while farms in the county range from \$50 to \$80 per acre, which are largely devoted to the growing of wheat, although there are great quantities of other grains and grasses profitably grown in the county. Stone abounds in the locality, and a clay from which a good quality of bricks are made, while lumber and sand are near at hand, and are afforded at low prices.

For detail particulars we refer the reader to Mr. J. H. Moors, Lansing, Mich. This gentleman gives his personal attention exclusively to the sale of real estate, perfecting of titles, and payment of taxes. Being located at the capital, he can furnish information as to the ownership of lands, or of the taxes or tax titles thereon, in any part of the State. His charges are always reasonable, and he is at all times ready to open correspondence with any who may desire information.

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## GRAND RAPIDS,

The county seat of Kent County, Mich., is located on both sides of the Grand River, at the rapids of that river, 157 miles from Detroit, by way of the Detroit and Milwaukee Railroad, and 40 miles from the mouth of Grand River. It stands in a fine position, is well drained, and is a *healthy* city. It was laid out about 1835, has prospered to such an extent as to be at this time the second city in the State, and to have a population of about 30,000. There are several good **Hotels**, and among them are Sweet's Hotel which charges \$2 50, and the Rathburn, Commercial, Bridge Street, and Rosch's Hotels, all of which charge \$2 per day.

The water-power facilities afforded by the Grand River, in connection with the rapids, which have a fall of about 18 feet in less than a mile, is much superior to any other in the State, and is the center around which is gathered a grand and growing **Industry**. The extensive railroad connections which the place enjoys greatly facilitates the commerce which its enterprises are creating, and there are also large steamboats making regular trips from this point to Grand Haven, at the mouth of the



river, which also connects with lake vessels that go to all ports on the great lakes. Salt and gypsum are found here, which add their mite to the general welfare, and fall in line with the other wealth-producing elements. Limestone abounds, and a good brick clay, while great forests of pine timber are in the neighborhood and along the river, and Grand Rapids is a lumber market of wide reputation, while its manufactories of Doors, Sash, Blinds and other articles of wood are extensively known. There are extensive Flouring and other mills, Furniture, Chair, Carriage, Agricultural Implements, and many other kinds of manufactures, and still there is room for many more to establish a profitable business by the aid of cheap and effective power, and abundant materials.

**The Institutions** of Grand Rapids are not behind its industries, and we find here churches of all denominations vigorously at work, good public, high and private schools and properous seminaries, banks, insurance offices, and many other institutions, including those belonging to the county and city. There are also several good newspapers published in the city, and the general advantages and prospects of Grand Rapids are certainly of a very interesting and attractive nature.

## GRAND HAVEN.

This fine little city is located at the mouth of the Grand River, on the eastern, sand-strewn shore of Lake Michigan. It is the capital of Ottawa County, Mich., and is the western terminus of the Detroit and Milwaukee Railway, 189 miles from Detroit. The mouth of the Grand River is about 1,200 feet wide, and forms a splendid harbor. Steamboats and other vessels make regular trips from this port to all others along the lakes, and to Grand Rapids, 40 miles further up the river. This city was projected in 1834, is a very healthy place, and has a population of over 6,000 at this time. The best **Hotel** is the Cutler House, \$2 50 per day; second best, the Kirby House, \$2 per day. There are several important railroad lines which center at this point, and connect with all the main roads in the State.

**The Industries** of Grand Haven are largely of a commercial nature, although there are heavy manufacturers of Lumber, Shingles, Rakes, Corn Planters, Tubs, Pails, Doors, Sash, Blinds and many other articles, which are successfully prosecuting their enterprises.

**The Institutions** of the city are chiefly its eight churches, several fine graded schools, and those connected with the county charities and government. The country around this point, and all along the eastern shore of the lake, is found to be very superior for the culture of peaches, apples, pears, and all kinds of fruits and berries, these crops never failing and yielding largely.

Any of our readers who wish further information with reference to this locality, or who desire aid in any business line, in the selection of lots or farms, or especially in any legal matters, collections of accounts, rents, attention to taxes, or otherwise, should address Mr. H. C. Akeley, law office of Akeley & Stewart, Grand Haven, Michigan.

## DECATUR.

This flourishing city is located near the center of the State of Illinois, on the line of the Illinois Central Railway, 174 miles from Chicago, 204 miles from Cairo, 108 miles from St. Louis, 98 miles from Terre Haute, Ind., and 39 miles from Springfield, Ill. It is near the Sangamon River, in Macon County, of which it is the county seat. There are ten great railroad routes centering at Decatur, which converge from all corners of the State, and make connections with all other roads which cross the State. It is in the heart of the finest agricultural lands of Illinois, and the *health*

record of the city shows it to be above the average in the State. It was projected in 1829, but did not make an important growth until after 1855, and it has as present 12,000 inhabitants, and is growing at more rapid rate than at any previous period. The St. Nicholas, Priest House, and Central House are the principal **Hotels**, all of which charge \$2 per day.

The **Industries** of Decatur are important, and among them are four Flour Mills, one Bagging Factory, one Linseed Oil Mill, one Furniture Factory, one Iron Works, one Malleable Gray-Iron Works, two Agricultural Works, one Woolen Mill, two Sash, Doors, and Blind Factories, two Carriage Factories, and several concerns of different natures.

Among the **Institutions** of this city—which are in a flourishing, prosperous condition—are two fine brick Methodist Churches, one brick Baptist, one brick Presbyterian, and seven others of different denominations. There is a fine brick high school, which cost \$50,000, and four other large brick school-houses, all of which have splendidly conducted schools carried on in them. There are banks and insurance offices, beneficiary societies, and the county institutions in the city, and three newspaper offices.

**Real Estate.** The city is well drained, sloping to the Sangamon, and lots are generally 150 feet deep, and range in values from \$5 to \$40 per front foot. Accommodations to rent are good, and range from \$8 to \$40 per month. Farms around Decatur are of the most productive nature, being a fine black soil about five feet deep, mostly prairie, and yielding immense crops of corn, good wheat, and other grains, and ranging in values from \$40 to \$100 per acre. There is a fine brick clay found in abundance, and the buildings are largely of brick. In many localities a good quality of coal is found about six feet below the surface of the earth, affording a good, cheap fuel.

Warren & Durfee, brokers and dealers in real estate, Decatur, Ill., are gentlemen of long and high standing in the place, and are acquainted with all the best situations for locating either farms or lots, or renting property, and any communication to these gentlemen with reference to this city or county would receive prompt attention.

## BLOOMINGTON,

The capital of McLean County, Illinois, situated on the Illinois Central Railroad, at the point at which it is crossed by the Chicago, Alton and St. Louis Railroad, the Indiana and Western Railroad, and one or two other routes, is one of the important cities of the State, and is surrounded by a vast fertile region which is rapidly filling up with industrious, skillful farmers. It is 125 miles from Chicago, and 155 miles from St. Louis, via the Chicago and Alton Railway. Bloomington was projected in 1834, and has at present a population of over 22,000. The principal **Hotel** in the city is the Ashley House, fare \$3 per day; the Wait House is also a fine hotel, and charges \$2 per day. This city has a record for healthfulness as good as any of the towns in the central part of the State, and has a long list of

**Industrial Enterprises** which embrace an important range of useful manufacture; among which are extensive Car Works and Repair Shops, several Foundries, Agricultural Works, Paper Mills, Woolen Mills, seven Flouring Mills, three Plow Factories, Chair Factory, and other works, all of which are propelled by steam. This city is also largely engaged in a general commerce with the different towns and cities of the State, which is greatly facilitated by its splendid railroad connections.

**Institutions.** Among these important educators, aids, and purifiers of the body-politic, are 16 churches, with an aggregate membership of about 4,800, and divided as follows, viz.: three Baptist, three Presbyterian, two Methodist, two Christian, one Lutheran, two German Reform, and three other sects. There are an adequate number of public schools, among which are being used four large, fine brick school-houses which cost \$200,000. There are also two seminaries, and two colleges, and about two miles distant is a village of 2,000 inhabitants called **Normal**, where the State



Normal School is located. There are also three banks, insurance offices, two daily, four weekly, and three monthly papers and periodicals published in the city, all of which have large circulations.

**Real Estate.** Bloomington has two streams of water running through it to the westward, and is splendidly drained, many of the streets are macadamized, and the city is supplied with excellent water from an underground river. The farming lands in the county lay finely undulating, and much of it is in a high state of cultivation. The prices of farms vary from \$35 to \$100 per acre, owing to the ease with which they can be reached and the distance from the city. The farm products of the locality are wheat, oats, rye, corn in great profusion, potatoes, and all kinds of grasses. The cattle raised in this section are very superior, and many of the finest horses sent to the eastern markets are gathered up in McLean County, Ill. Brick are made from a native clay, and there is a good supply of many kinds of wood, lime being shipped from St. Louis, Mo. The cost of living in Bloomington is low, meats and breadstuffs being low, and rents very reasonable—a house with seven or eight rooms, in good shape, bringing from \$12 to \$15 per month.

We consider this place among the most generally attractive in the State of Illinois, and recommend any who may wish to investigate it more closely, or who have a notion of locating here, to communicate with Mr. S. P. Shannon, real estate and insurance agent, north-west corner Main and Jefferson Streets, Bloomington, Ill. Mr. S. collects all classes of bills, draws up deeds, mortgages, wills, and other papers, attends to rents, taxes, and also attends to commercial collections and reports for parties in New York, Boston, Philadelphia and other cities.

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## SPRINGFIELD,

The capital of the State of Illinois, is located upon a fine, rolling prairie, five miles south of the Sangamon River, and adjoining the timber belt on the north. It is also the county seat of Sangamon County, Ill., and is the third railroad center—in importance and extent of connections—in the State, Chicago being first and Decatur second. It is 185 miles from Chicago, by way of the Chicago, Alton and St. Louis Railroad, and 95 miles from St. Louis by the same route. Springfield was projected in 1821, and became the capital of the State, on the removal of the seat of government from Vandalia in 1837. It is a *healthy* city, being well drained, and the sanitary condition of the place cared for, and has a population, at present, of 20,000. The **Leland Hotel** is the leading one, charges \$3 per day; while the St. Nicholas Hotel, the Western, Revere, and Cheney Houses charge \$2 per day.

**The Industrial Enterprises** of Springfield are mostly carried on by the use of steam, which is economically produced in consequence of the low price of coal that is found in great deposits underlying the fertile prairie upon which the city stands. Among the manufacturing concerns are heavy Woolen Mills, Rolling Mills, Founderies, Hominy and Spice Mills, Flouring and Paper Mills, Watch Factory, extensive manufactories of Agricultural Implements, and factories in all kinds of wood work. The goods produced by those extensive and busy concerns are readily transported to all parts of the State and beyond, by the vast lines of railroads which diverge in all directions, and which are also great aids in the extensive general commerce carried on by the people of this capital.

Springfield also contains a long list of useful and vigorous **Institutions**, which are exerting a powerful interest upon the spiritual, social and intellectual beings of the people, and are extending arms of benevolence and encouragement to those who need them—directing the thought and enterprise of the people—providing a powerful element of trade and industry, and holding the unfortunate up in the day of adversity, saying to them look up and press on. Among these great outcroppings of a higher Christian civilization are a number of churches of all the leading denominations, ward schools of the best character, four of the houses which are occupied by them having cost over \$30,000 each, a high school occupying a house which cost over \$90,000; the “Betty Stewart Insti-

tute"—a school for young ladies of the highest character; a college of good reputation, and many other schools of general and special characters. There is also a long list of State, county, and municipal institutions, which are of a fine class and as well conducted as any in the country. There are a number of banks, which afford the usual financial facilities for such concerns, insurance offices which undertake to provide against loss by fire, and four newspaper offices in the city.

**Real Estate.** Lots, unimproved, vary from \$100 to \$1,000, owing to location, the best being in the southern half of the city. All are well drained, and a thorough system of sewerage has been put into effective operation. The city is supplied with water pumped into a reservoir from the Sangamon River, five miles distant; the streets are regularly laid out at right angles, and many of them are well macadamized. Springfield is surrounded by a fine agricultural county, that portion on the south being all prairie; the soil is deep, black and rich, and farms range in values from \$100 to \$300 per acre—that near the city being the most valuable. The crops that are grown are wheat, corn, oats, rye, barley, potatoes, the grasses, and all varieties of vegetables. All find a ready cash market in this city, at fair prices considering the yield per acre. Land at a more distant part of the county can be had at \$50 per acre.

Among those engaged in real estate and in a general agency and collection business is Mr. William J. Conkling, attorney-at-law, notary public, and general land, collecting and pension agent, Springfield, Illinois, to whom we take pleasure in referring our readers for particular information or assistance in any manner which will aid them in the work of home getting. Mr. Conkling has lived in this place 23 years and knows all about it, and his assistance will be found to be worth much more than it costs.

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## ALTON.

On the eastern bank of the Mississippi River, four miles above its confluence with the Missouri River, and 18 miles below the mouth of the Illinois River, 20 miles above St. Louis, Mo., and 72 from Springfield, Ill., by way of the Chicago and Alton Railroad—Air Line—in Madison County, Ill., is located the picturesque city of Alton. The river bluffs rise abruptly at this point to the height of about 220 feet above the river, and are irregular and broken; and this city is built upon a narrow plateau and mostly upon the slopes of these hills, overlooking the broad sweep of the two grandest rivers in the United States, the fertile expanse of the great American Bottom, and the rich plains of the Missouri.

In 1807, there was one small stone building near the site of the present Union Depot, and was used by the French as a trading post with the Indians. The town was laid out in 1817, mainly through the agency of Col. Easton, and is said to have been named Alton by him in honor of his son Alton R. Easton. The town of Alton was incorporated by the Legislature of Illinois Feb. 6, 1833, and the City of Alton was chartered by the same body July 21, 1857. From the date of the charter Alton has struggled through peculiar adversity, having been retarded, at one period, for several years by disputes in court of the ownership of most of the lands it now occupies. It has, however, made a fine beginning and looks hopefully forward to a day of superior greatness, its population being over 12,000. **Upper Alton**, two miles distant from the City Hall, has a population of about 2,500.

Although the two Altons are under separate governments they are, to all intents and purposes, one city, being separated by a narrow strip of territory 300 yards wide. A street railway, two-and-a-half miles long, with a macadamized and other roads connect the two places. **Coal Branch** and **Greenwood**, mining towns, one-half mile north of the city limits, contain over 1,000 inhabitants. The adjacent country is so densely populated that it is hard to distinguish between town and country. It is safe to say that, taking the High School building as a center, a circle drawn with a radius of two miles will embrace a population of over 17,000.

The city of Alton has a river front of nearly two miles, and the limits extend one-and-a-half miles back from the landing. It is laid out at right angles, the main business houses occupying the streets parallel with and adjacent to the river. The residences are built upon the slopes of the hills, the elevated plateau of Middletown, and on the bluffs overlooking the river. The business houses are handsome, substantial brick structures, while the many elegant and costly residences speak of the presence of wealth and refinement. All the main streets are paved and macadamized for from one to three miles beyond the city limits, forming substantial roads to the coal mines; through Upper Alton to Upper Alton Station on the Rockford, Rock Island and St. Louis Road and to Alton Junction. The *healthfulness* of this handsome city is, without doubt, as good as any on the banks of the Mississippi. The principal Hotel is the St. Charles, which charges \$3 per day.

**Industries.** The locality of Alton presents an unusually long line of natural advantages for manufacturing and mining enterprises, with which a large proportion of her industries are connected; among which are the following, viz.: the manufacture of lime, which is a superior quality, burned from the vast hills of carbonate of lime which abound on all sides, and is shipped in all directions, aggregating an enormous quantity yearly; rough and cut stone for building purposes are shipped at the rate of about 3,000 car-loads per year; there are two large Flouring Mills, and two others that combine the grinding of Flour and Corn Meal, and one that grinds Corn Meal exclusively; Plug Tobacco is manufactured on a large scale; Agricultural Machinery and Implements are manufactured in considerable variety and in large quantities; Cooperage is a large and growing arm of industry, and there are several Planing and Sawing Mills and Box Factories; Carriages and Wagons are made at the rate of several hundred per year, and there are also a large number of Church and Parlor Organs yearly manufactured; there are Glass Works, Machine Shops, Foundries, Woolen Factories, Castor Oil Mills, Pork Packing Concerns, and many others that engage heavy capital and absorb a great amount of labor. Among the more recent enterprises is the manufacture of Cement, which is made from a native rock and has proved to be of a superior quality. The great rivers, and the extensive railroad facilities which this place enjoys for transportation, make it one of the best centers from which to carry on a general trade and commerce in the State.

**Institutions.** Alton has a large number of flourishing churches divided among all leading Christian denominations. There are fine ward schools, a high school of the best quality, the Monticello Seminary, Shurtleff College, and other private schools, all of which afford unusual opportunities for educational purposes. There are also a large number of organizations and institutions in the city, which act a conspicuous part in the affairs of the place, among which are several banks, insurance offices, societies and libraries, and there are three weeklies and one daily newspaper published in the city.

Shurtleff College is one of the finest institutions of learning in the West, and embraces both male and female departments, which include, in both, a preparatory, academic, collegiate and theological course.

**Real Estate.** There are but few houses to rent in Alton, but when they can be had the rents are moderate; lots are well drained, and such as are unimproved are held at reasonable rates. Farming lands range in values from \$40 to \$100 per acre, according as they approach or recede from the city. Among those engaged in real estate we recommend to our readers Messrs. Roper & Cooper, loan, real estate and general insurance agents, Alton, Illinois. These gentlemen make loans a specialty, and have the best of references. Alton is a city in which there is a decided choice and preference, and any one thinking of locating here should seek the direction of some one acquainted with the locality.



## AURORA.

This flourishing city is located 38 miles west of Chicago on the line of the Chicago, Burlington and Quincy Railroad, in Kane County, Illinois, and on the Fox River. The locality is a favorable one on which to build a city; it is well drained and well supplied with good water, and there are extensive quarries of good limestone, which is used largely for building and paving purposes, two or three elegant churches being built of it in very superior styles of architecture. There is also a clay from which a good quality of brick are made, and a great abundance of splendid sand and gravel. Aurora was projected in 1834, has been found to be as *healthy* as any place in that section of the State, and has at this time about 13,000 inhabitants. The **Hotels** of the city are the Fitch and Tremont Houses, both charging \$2 per day.

The **Industrial Interests** of the city are apparently in a flourishing condition, and are mostly embraced in the following: one Woolen Mill, one Silver Plate Manufactory, two Foundries, four Carriage and Wagon Factories, one Machine Shop, two heavy Flouring Mills, the Car and Repair Shops of the C. B. and Q. Railroad, and other concerns. There are several railroads which connect with this city, and afford it good means of transportation for its manufactured goods at moderate rates, and it has a fine, growing commerce with the surrounding country.

Among the **Institutions** of Aurora, to which the people appear to be giving marked attention, are 19 churches of several different Christian denominations, a large number of fine public and private schools, and a seminary—which is highly spoken of—in the city. There are banks and other institutions of a commercial nature, and three newspapers among which are one daily, one weekly, and one semi-weekly.

**Real Estate.** There is a fair supply of houses to rent at moderate rates, and good unimproved lots on the bluffs, on either side of the river, can be had for \$100 per city lot, although some are worth \$1,000 per city lot. The farming lands around Aurora are devoted to stock and grain raising, and are valued at from \$40 to \$100 per acre, Chicago being the principal market.

S. Town & Son, insurance, real estate, and loan agents, Aurora, Ill., are reliable parties to engage in their lines, or to whom to apply for any particular detail information. They are acquainted with the city and county, and attend promptly to any matters left in their charge.

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## JOLIET.

Among the most rapidly increasing towns or cities of the West, Joliet stands in the front rank. It is situated on both sides of the Des Plaines River, and on the Illinois and Michigan Canal, 40 miles from Chicago. The Chicago and Alton Railroad and the Rock Island Railroad cross each other at this point, and it is also the present terminus of the Michigan Central and of the Illinois River Railroads. It is the capital of Will County, Ill., was laid out for a town about 1826, has been found to be a very *healthy* locality, and has at this time about 16,000 inhabitants—having doubled its population within the last 15 years. There are several good **Hotels** in the city, among them the Robertson House, \$3 per day; the Auburn House and National Hotel, \$2, and the Mansion House, \$1 50 per day.

The **Industries** of Joliet are of an important and rapidly-growing character, its position on the canal and railroads which pass through it gives it remarkable facilities for transportation, and makes it the commercial center for a great fertile region of country around it, which passes through its merchants hands a very large quantity of grain annually on its way to the markets of the East. The immense gray limestone quarries of this locality are as widely known as any in the States; they are easily worked, and afford stone varying in thickness from two inches to three feet, which

lay in horizontal strata. This stone is shipped in great quantities by the canal and railroads to Chicago, and, in fact, to most of the large cities of the North-West. The great stone slabs used in the paving of the sidewalks of Chicago and in a large number of splendid churches, hotels, banks, warehouses and many kinds of public buildings in Chicago and other cities of the North-West, are taken from the quarries of Joliet. This stone is found very near the surface of the earth, and it is only needful in quarrying it to remove the covering from the horizontal layers, break them to the required size and form, lift them out at one side with bars, slip under rollers, and roll them aboard the canal-boat or railroad car. There are also quarries of an excellent sandstone for building purposes in the vicinity, and a clay from which good brick is made. The river affords a very considerable water-power, which, with the use of steam also, is being employed in the manufacture of Agricultural Machinery and Implements, Flour and Meal, and in many other ways.

**The Institutions** of this city are mostly comprised in 13 churches, six fine ward schools, two high schools, several private schools and other institutions of instruction. There are banks, insurance offices, and six newspapers published in the place.

**Real Estate.** There are fair opportunities to rent dwellings and business buildings, which are rated with a view of obtaining eight per cent. on their values. Lots range from \$15 to \$6,000, owing to the locality, all having easy drainage. Farms adjoining and in the county are very productive, and range from \$35 to \$200 per acre.

In connection with Joliet, we wish to recommend Mr. M. C. Bissell, Joliet, Ill., dealer in farm and city property, money and insurance, for any particular information of a special nature, or for assistance in locating lots or lands in Will County, Ill. Mr. Bissell is well acquainted in the city and county, is prompt and reasonable in his charges.

## OTTAWA.

This fine city is located on a broad plateau on the north bank of the Illinois River, just below the mouth of the Fox River, 84 miles westerly from Chicago by way of the Rock Island Railroad. It is the county seat of La Salle County, Ill.; was laid out in 1825, and became the seat of justice of La Salle County on its organization in 1830. It lays over 20 feet above high-water mark, is well drained, and is esteemed a very *healthy* place. The Fox River at this point has a fall of about 25 feet, affording a very superior water-power privilege which has attracted the attention of manufacturers, and has added materially to the increase of the population which, at this time, numbers over 10,000. Aside from being a railroad center of growing importance, it is also on the line of the Illinois and Michigan Canal, and is a point at which a large amount of travel rests, having several fine **Hotels**, one of which, the Clifton Hotel, claims to be first-class and charges \$3 per day; the Park, Ottawa, White's and Galloway Houses charging 32 per day each.

**Industries.** Before the vast network of railroads were completed, which now intercept a large proportion of the grain which would otherwise find its way to this point for shipment, there were nine elevators in operation here, where five are now found to be sufficient. In the construction of the canal the Fox River was dammed four miles above its mouth, whence a feeder leads through the place the surplus water, which is used for milling purposes. The necessity, however, for more extended manufacturing facilities, as a means of recalling the tide of business, led to the organization of the "Ottawa Manufacturing Company."

This company, aided by an issue of city bonds, has constructed dams on the Illinois and Fox Rivers, just above their junction, thus obtaining at the lowest stage of water ever yet known, as has been carefully estimated by competent engineers, a pressure of 3,000 horse-power under fifteen feet head. Of the 60,000 cubic feet per minute derived from the Illinois River, 25,000 of it comes from Lake Michigan, through the deep cut in the Illinois and Michigan Canal, which can be depended on when the rivers are at their lowest. It is easy to see that this great provision of cheap and steady



power will in a short period of years greatly change the aspect of Ottawa. Among manufacturing concerns now in operation are those making Agricultural Implements, Glass, Starch, Flour, Paper, Cutlery, Carriages, Furniture and Knitting Machines; there is also a large Foundry and Machine Shop, and many other smaller enterprises.

**Institutions.** There are 13 churches in this city, among them are Baptist, Congregational, Methodist, Presbyterian, Episcopal, German Lutheran, German Catholic and Roman Catholic, some of which occupy buildings of superior architectural beauty; there are seven fine ward schools, good private schools, and the county institute for the instruction of teachers. There are also the county institutions, banks, two Republican and two Democratic newspaper offices, and a State building in which the Supreme Court holds its sessions in this part of the State.

**Real Estate.** The plateau on the north side of the Illinois River upon which Ottawa stands is about one mile wide and over 20 feet above high water, giving good drainage. North of this plateau an easy bluff rises to a considerable height, on the south side of the river the bluff comes quite near to its banks. Many elegant residences are built along the bluff on fine sites, and the city is located in a picturesque and attractive place. Lots 60x120 feet range from \$100 to \$600 each; such houses as are for rent range from \$100 to \$300 per year, and are fair to good. Farms in the county range from \$40 to \$60 per acre, the production of corn being the principal object of the farmers of the locality, the soil being of the best quality for the purpose.

Dr. J. O. Harris, real estate broker, general insurance agent and notary public, Ottawa, Ill., has been in the place over twenty years, and has a reputation that any man might be proud to possess; he knows all the people and property in the city or county, and will cheerfully respond to any inquiries. Any kind of collecting, purchasing, insurance, or other business committed to his care will be properly cared for.

## BURLINGTON, IOWA.

This is the third city in the State; it is the capital of Des Moines County, and was at one time the capital of the State; it is situated on the west bank of the Mississippi River, 250 miles above St. Louis, Mo., and is 207 miles westerly from Chicago, Ill., by way of the Chicago and Burlington Railroad. The site of the city is somewhat broken into bluffs and plateaus, and entails considerable expense which is avoided on more level sites. The river opposite is broad, clear and beautiful, and its banks on the eastern side are studded with elms and other graceful trees. Part of the city is built on bluffs nearly 100 feet above the river, and commands splendid views of the picturesque scenery along it for many miles. Burlington was projected about 1825; has made a constant, steady, gradual growth, and has a population at this time of about 20,000. It is located in a limestone region, is thoroughly drained and sewered, and is a *healthy* place. There are here several good **Hotels**, the Lawrence and Barrett Houses being considered first-class, charging \$3 per day, while the Scott, Eagle and McCutcheon Houses charge \$2 per day.

**Industries.** Burlington is an industrious, go-a-head place, has the greatest river in the world, with regular lines of steamers and six active railroad lines as carriers of her manufactured wares, and her vast supplies of grain which is garnered by her farmers, and which return to her all the supplies her people require for consumption and manufacture. There are here extensive Saw Mills which manufacture immense quantities of all grades of Lumber, Sash, Door and Blind Factories, heavy Foundries and Machine Shops, Car and Repair Shops, and there are many other concerns engaged in different kinds of manufacture. Stone abounds for building purposes, and a clay from which a good brick is made, and of which most of the houses are built, is abundant.

**The Institutions** of the city consist of about 20 churches, excellent ward schools, and is the seat of Burlington University (Baptist). There are several banks, insurance offices, and all the county offices and institutions. There are several daily and weekly newspapers published in the

city, the "Burlington Hawkeye" taking the lead; it is a paper which circulates extensively throughout the State, and is a crisp, newsy sheet of eight pages and large size. The country around this center is very fertile and prosperous.

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## MOUNT PLEASANT,

Located on an elevated prairie, and encompassed on the north, west, and south within a horse-shoe bend of Big Creek, 235 miles from Chicago, Ill., and 28 miles from Burlington, by way of the Burlington and Missouri Railroad, and the county seat of Henry County, Iowa. This town was laid out in 1837, has made a good start, is well drained, is situated in a fine, airy, *healthy* locality, and has an active, vigorous population of 6,000. There are a number of fair **Hotels** in the city, among them the Harlan House, \$2 50 per day; Wiggins House, \$1 50 per day, and the Commercial House, \$2 per day.

**The Industrial Enterprises** of this city are largely of a commercial nature, although there are manufacturers of various kinds prosperously at work.

**The Institutions** of Mount Pleasant are superior in class and extent to those of any other city of its size in the North-West; there are 15 churches of different denominations, some of which are occupying very fine houses of worship; seven public schools, Whittier College, a female seminary, and the Wesleyan University. The State Asylum for the Insane is located here, and all the offices and institutions of the county government.

**Real Estate.** Vacant lots can be had at very reasonable prices, and rents are also quite low. Farms in the vicinity of the city are worth from \$40 to \$50 per acre, although they can be had more distant from the city for about \$25 to \$40 per acre. Farm products are corn, wheat, oats, and rye. Brick, stone, sand, and lime are abundant, and wood and coal are near at hand.

Mr. H. C. Saunders, real estate, loan and collecting agent, Mount Pleasant, Iowa, will cheerfully communicate any special information with regard to the city or county, and can give valuable assistance to any wishing his aid or advice.

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## BOSTON, MASS.

We break the chain of our westward course at Mount Pleasant, Iowa, in order to return once more to the great cities and towns that rest upon the lands which slope down to the Atlantic, and taking up a few of them in our descriptions and a larger number in our lists of places and prices as they occur; still again, on a general westerly course from which we do not design wholly to depart until we shall finish our labors in this volume.

We have not named the City of Boston with a view to entering into any prolonged remarks with reference to it, so much has already been said and written about this remarkable metropolis of the Eastern States, that we do not deem it our duty to attempt in this work anything more than a sufficient number of lines to work it as the principal center from which we shall approach many, if not most, of the places we name in the Eastern States.

Ever since the shedding of the first blood for American Independence on Boston Common, the life of that city has exhibited remarkable energy in all times of national need. It has pushed its industrial, commercial and intellectual enterprises with that degree of determined manliness which has brought it to the most forward and distinguished positions in all matters relating to them. Its preparations and facilities for carrying on a commercial intercourse, not only with the States, but

with all the world, are of such a complete and extended character that, unless New York shall look well to her course, Boston will surpass her within the next quarter of a century.

## WORCESTER.

This splendid old city is located in the midst of one of the most fertile regions in the Eastern States, on the line of the Boston and Albany Railroad, 45 miles from Boston and 190 miles from New York; it is the capital of Worcester County, Mass., was settled in 1713, and incorporated in 1848. It is situated partly in a valley surrounded by hills, and partly upon elevations rising on the west and east, over which many elegant residences and pretty cottages are rapidly spreading, and carrying with them a remarkable air of beauty and pleasantness. The network of railroads which converge upon this city have been the principal means of its growth and prosperity, and there is now a population of over 50,000 within its incorporate limits.

The drainage and sewerage systems of this city are very complete and efficient in their nature; the sanitary interests of the place are carefully cared for, and, in consequence, the *healthfulness* of Worcester is of the highest order. The **Hotels** of this city are among the best in the country, the Bay State House taking the lead, charges \$4 per day, the Exchange Hotel charging \$3 50 per day, the Grand Central and Waverly, both being on the European plan, are moderate in their charges and are excellent houses.

**Industries.** We could not enter into any perfect statement of all the wonderful enterprises and industrial establishments of this busy place without consuming more of our space than we can allot to it. Among the factories and shops which are kept actively at work producing needed goods are those manufacturing Cotton and Woollen Fabrics of many varieties. There are also Machine Shops, Brass, Iron, and Copper Foundries, and a great variety of manufacturing enterprises which employ large numbers of men, women, girls and boys, and produce vast quantities of goods yearly.

**The Institutions** of this fine old New England city are as varied and extensive as her industrial pursuits. There are about 25 churches, some of which are the most famous in the State. The public schools are of the finest order, Worcester being among the first to establish graded schools, beside which there are, perhaps, a greater number of distinguished institutions of learning in and around Worcester than can be found in any other city of its size in the United States. Among them we will mention the Worcester County Free Institute for Industrial Science, in which many young people learn to master various mechanical arts. This institution should be duplicated by every city in the United States, endowed with libraries of the choicest character, equipped with all the improved astronomical and philosophical instruments known to the professors, and supplied with perfect working models of standard machinery, constructed to a scale and so made as to be easily taken apart for examination. Such institutions would do more to suppress pauperism, subdue laziness, elevate and improve every grade of society, industry and learning than could ever enter into the philosophy of the modern evolutionist. Then there is the Highland Military School, the Worcester Academy—which is under the direction of the Baptists—and others. There are also a number of charitable and benevolent institutions connected with the State, County, and City Governments, several banks, splendid libraries, insurance offices, and other organizations, and seven newspapers and periodicals published in the city,



## GREENFIELD.

This fine New England town stands on the west bank of the Connecticut River, and is the capital of Franklin County, Mass., one of the north-western counties of the State. It is on the Connecticut River Railway, 172 miles from New York, at the point where the Massachusetts Railway comes in from the east, and the Troy and Greenfield Railway from the west. This town was projected in 1753, and its streets are studded with majestic elms, which have shaded from the Summer sun the heads of several generations. The rolling hills and picturesque valleys of the vicinity throw a charm of beauty over this quiet and peaceful locality which charms the weary traveler to a season of rest, sometimes against his own wishes to push on to more popular resorts. The town contains nearly 4,000 inhabitants, and possesses a number of fine **Hotels**, among them are the Mansion House, \$3 per day; Union House, \$1 50 per day; the American House, \$2 50 per day, and Reed's Hotel, \$1 75 per day. The *healthfulness* of this town is of the highest character, its drainage superior, air fine and pure, and its environs are of the most attractive and beautiful nature.

**Industries.** There is fine water-power privilege at this point in connection with the river, and it is the site of extensive manufactories of Cutlery, Planes and Molding Tools, Patent Bolt Cutters, Taps and Dies, Baby Carriages, Baby Carriage Hardware, and other goods of a similar nature.

Among the **Institutions** of Greenfield are seven churches of different denominations, excellent graded schools, a public library, and two newspaper offices, one of which issues a paper—the "Gazette and Courier"—which has a circulation of over 5,000; the "Franklin County Times" having a circulation of over 2,000.

## NORWALK.

On both sides of the Norwalk River at its junction with tide water of Long Island Sound, in Fairfield County, Conn., and on the New York and New Haven Railroad, 45 miles from New York, at the point from which branches off the Danbury and Norwalk Railway. This is one of the historic towns of New England, it having been founded in 1649, and burned by the British in 1779. It has long since passed by its two hundredth birthday; has a living population of over 15,000, and the graves of its former people number, perhaps, twice as many more. At the time of the burning of Norwalk by the British, the house at the corner of State Street and the Green was owned by a patriot citizen whose activity had been such as to make him a conspicuous rebel, and when the news reached him that the British were landing two miles below the town, he deemed it the better part of valor to remove his family and such household goods as he could readily further up the country, and in half an hour had them ready to start, when it was discovered that an old family servant could not be induced to go. "No," she said, "I have just put eight loaves of bread in the oven"—the old fashioned brick oven in the side of the chimney—"and I can't bear to have them burned up." The family were obliged to hurry off without her, thinking she would follow them as soon as she saw them going.

The enemy immediately took possession of the town, and the British Governor, with his staff, took a position on the conical hill which stands on the east side of East Avenue, about sixty rods south of the Green, and from which he could see all the buildings of the town as it then stood, and while his soldiers went from house to house with flaming torches, he stood and witnessed the scene with evident satisfaction. When the torch was applied to the house referred to, the old house-servant, who stood watching her loaves in the oven, rushed upon the flames and extinguished them; this she done the second time, and then putting on her old sun-bonnet, hurried with all her strength to the position occupied by the Governor, and panting with exertion. "There!" she exclaimed,

pointing; "that house on the corner is master's, and he was such a good friend of King George the rebels have driven him out of town, and there's nobody left but me to watch the house, and now King George's soldiers are trying to burn it up; you tell 'em to let it alone, please sir, won't you?" The Governor gave orders accordingly, and it was the only building in that part of the town not burned, and stands a monument to persevering constancy.

Beside the excellent railroad facilities afforded this place, which amounts to about fifteen trains daily to and from New York, it is reached by vessels of light draught, and has regular lines of steamboats from Market Slip and Thirty-fourth Street, New York; and is one of the most healthful, pleasant cities, along the Connecticut Shore. The **Norwalk Hotel** is the principal public-house in the city; charges \$2 50 per day.

**Industries.** Like many of the Connecticut cities and towns, this people are actively engaged in producing useful articles of merchandise, and the products of whose factories are wide and favorably known. Among the more conspicuous industrial establishments are one large Woolen Mill, two heavy Felt Cloth Mills, extensive Iron Works, a Lock Factory, two Foundries, one Pottery, six Hat and two Shoe Factories, a large Shirt Manufacturing Concern, and several other smaller establishments.

**Institutions.** The towns of New England are also famous for their well-appointed and well-sustained institutions, and among those of Norwalk we will enumerate three Baptist Churches, three Methodist and three Union Churches, two Congregationalist and two Episcopal Churches, and one Roman Catholic Church. The schools are of the best grades, there being six common schools, and one large school for boys, beside several other good private schools. There are three banks of discount, three savings banks, two insurance companies, three newspaper offices, a consolidated branch of the leading insurance companies in the United States and Great Britain, two opera houses, and several other institutions of various characters.

**Real Estate.** There are a fair number of small houses which can be rented in this place from \$100 to \$200 per year, larger and more elegant ones for from \$500 to \$700 per year, and it is possible to obtain a fine house on East Avenue—which is a wide, beautifully shaded avenue—for \$1,000 per year, furnished. The entire city is well-drained, the lands sloping well to the river and toward the Sound. Building materials have mostly to be brought from a distance, and consequently buildings cannot be put up at as low figures as at other points.

Mr. Geo. R. Cowles, whose post-office address is Box 220, Norwalk, Conn., gives personal attention to real estate and general business matters, and can be profitably consulted by all wishing to inquire with reference to Norwalk. He is also of the firm of Cowles & Merrill, Post Office Building, Norwalk, Conn., who are the Branch Office Managers of New England, New York and Great Britain, and represent a capital—in the insurance line—of over \$70,000,000.

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## STONINGTON.

We have omitted from our descriptions a large number of the finest, most interesting, and prettiest towns and cities of New England, but having placed many of them in the tables of "Places and Costs," we have taken up those which appear among our descriptions, largely for the purpose of affording better means of comparison.

Stonington is one of the oldest towns in Connecticut, having been first settled in 1649. It is in New London County, and in the south-east corner of the State. It is famous in the history of the Revolutionary War, as having valorously and successfully resisted an attack under the command of Sir Thomas Hardy. It is one of the most healthy districts in the State, is a favorite Summer resort, and has a population of over 2,000. The **Wadwonick Hotel** is the principal concern of the kind, and is considered a Summer resort of a very inviting character. Stonington is 138 miles from New York by railroad, and is also connected with that city by a regular line of first-class Sound steamers.



There are Baptist, Congregationalist and Episcopal Churches, very excellent schools, and other institutions, and also one newspaper published in Stonington. Good accommodations to rent can be had at from \$10 to \$25 per month; good building lots are valued at from \$10 to \$20 a front foot—150 feet deep—and as good farms as are found in the neighborhood can be had for \$50 per acre. Living is low, any amount of the best fish can be had for the catching, and the society is of a highly intelligent and social character.

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## NEWPORT.

There is, perhaps, no other city in the United States which is better known or has a more substantial character as a first-class "watering place" than this one. It is situated on the westerly side of the island of Rhode Island, a few miles above its southerly point, on a sloping eminence which faces the splendid harbor of Narragansett Bay, and is in the county of Newport, of which it is the capital, and in the State of Rhode Island. Newport was settled in 1639, and was, until after the Revolution of 1776, the most important commercial city in America; but during that sanguinary struggle it was ravaged to such an extent as to reduce its population from over 12,000 to about 4,000, and so seriously crippled its commercial relations that it never succeeded in regaining its lost prestige; and although it is now a splendid little city of about 14,000 permanent inhabitants, and has a fluctuating population of still another 5,000, there is scarcely a hope that it will ever again surpass New York and Boston in commercial importance.

The *healthfulness* of this point is, perhaps, not surpassed by any other on the Atlantic Coast. Its **Hotels** are of a superior character, and some of them very capacious. The Aquidunk House charges \$3 per day, and the Ocean House \$4 per day; and there are several other houses of the class of the former. Newport is reached from New York by the Fall River line of steamers, which leave their pier on the North River daily about 5 p. m. From Providence by steamer, also; and from Boston by the Old Colony and Newport Railway.

Newport has more beautiful cottages and splendid villas within its limits than any place of its size in the United States, and, if we should say its **principal industry** was in "letting itself out" during the Summer and Autumn, we should be within the bounds of fact. There are, however, a few mechanical industries located in this elegant old city, and among them are a number of Cotton Mills, a Brass Foundry, Lead Works, and a few mills, factories, and shops connected with the house-building interests.

The **Institutions** of the place include many churches and schools that are of the best character, and which—the former especially—receive much patronage from that class of the population, which, if we were inclined to Darwinistic weakness, we might conclude had been evolved from the wild goose instead of the wild ape.

**Real Estate.** Furnished cottages and villas—as reported by Alfred Smith & Sons, real estate agents, &c., Newport, R. I.—can be obtained for from \$300 to \$6,000 for the current season—about five or six months. The entire city lays well for drainage, and the best located lots range in prices from \$25 to \$100 per front foot. Farms on the Island can be had for from \$100 to \$300 per acre, although the best lands for building sites on the shore are held at from \$1,000 to \$10,000 per acre. The cost of living at this point is said to be less than in New York or Boston. There are two newspapers published in the city, and improvements of a good, substantial nature are being vigorously carried forward.

## NEWBURYPORT.

This beautiful city and port of entry is located at the mouth of and on the southerly side of the Merrimack River, in Essex County—of which it is the semi-capital—and State of Massachusetts, 36 miles from Boston by way of the Eastern Railway. This old place was incorporated as Newbury in 1635, was set off as a mercantile port in 1764, and styled Newburyport, and was incorporated as a city in 1851. It has met with several very discouraging reverses during its life of about 240 years, and has at this time a population of only about 13,000. It stands on an easily sloping eminence of moderate height, is adorned with many elegant residences, commands a charming prospect, and is an exceedingly *healthy* place. The most popular **Hotel** in the city is the Merrimack House, which charges \$3 per day; the City Hotel and American House charging \$2 50 per day each, and the Ocean House charging \$2 per day. Although the harbor is a very fine one, with deep water, it is greatly depreciated in the eyes of mariners, because of the shifting sand-bar which obstructs its entrance.

**The Industries** of this city are of an extensive and important nature, and are principally included in Cotton, Cordage, Comb, Hat, and Shoe Manufacturing, Ship Building, Fishing, Mining, Founding and Building Machinery.

Among the **Institutions** of the place are Presbyterian, Baptist, Congregationalist, Methodist, Christian, Universalist, Unitarian, and Catholic Churches, a goodly number of fine public schools, Putnam Free, and one private boarding school for males. There are also four banks of deposit, two for savings, a public reading room and library, three newspaper offices, and many other institutions of various natures.

**Real Estate.** Newburyport is very regularly laid out, the principal street running along the summit of the acivity upon which the city stands is about four miles long, and is studded with fine old shade trees which rise up in front of many beautiful homes. The town is also about four miles wide, and has splendid drainage to the river. The best building lots are on the extremes of the city, and give fine views of the ocean, river and harbor. Prices asked for lots, either on the outskirts or central, are comparatively very low. Good brick are made in the place, and the great quarries of Cape Ann are near at hand.

Piper & Sawyer, real estate and general business agents, Newburyport, Mass., have complete lists of all desirable lots, farms, or business opportunities in the city or county, and will cheerfully respond to any inquiry with relation to these matters, and can give valuable aid to their customers.

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## LITTLETON.

Located within the western border of the White Mountain region of New Hampshire, in Grafton County, this pleasant town enjoys the opportunity of entertaining a large proportion of those who visit that picturesque part of the Eastern States. It is on the Ammonoosac River, but a short distance from the Connecticut River, 188 miles from Boston, by way of the Boston, Concord and Montreal Railroad. The site of this town is high, hilly, very *healthy*, and it has a population of about 2,400. There are three **Hotels** in the town, the best of which is the Thayer Hotel.

Littleton is a busy, go-ahead place, and there are a large number of **Industrial Enterprises** being prosperously conducted by its people, among which are Woolen, Scythe, Chair, Sash and Blind Factories, Saw, Planing, and Grist Mills, a Foundry, Machine, and Wood-working Shops. These concerns have the advantage of excellent water-power, which they combine with steam in some instances.

**Institutions.** There are four churches, good graded schools, and two newspaper offices in the

place, and several other organizations under this head. **Sundries.** Wood, stone, and a superior bed of brick clay are native to the locality, and building operations are greatly facilitated thereby. Accommodations to rent are fair and very moderate. This town is drained in a thorough manner, and building plots are sold at comparatively low figures. Good board can be had in private families at from \$3 50 to \$4 per week.

Mr. J. J. Barrett, insurance and general business agent, will respond to any inquiries looking toward locating in this town or county, and can attend to any business for strangers to their profit.

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## MONTPELIER,

The capital of the State of Vermont, and of Washington County. It is located on the Onion River, about 209 miles from Boston, Mass., via the Vermont Central, Boston and Concord Railroads, and near the center of the State. It was projected in 1780, became the capital of the State in 1805, and the seat of justice of the county in 1811. It stands on what was supposed to be the bed of a lake at one time; is surrounded by a rolling, fertile and well-wooded country, and is considered a very *healthy* city. Its present inhabitants are composed of Yankees, Irish, English, French, and a few colored families, which altogether number about 4,000, and are a thriving, industrious class of people. There are a number of **Hotels** in the place, among which are the Pavilion Hotel, \$2 per day, and several others which charge the same rates.

**The Industrial Occupations** of the place are connected with the manufacture of Machinery, Children's Carriages and Sleds, Milling of various natures, and other enterprises. There is a fine water-power in connection with the river at this point, and other natural advantages for the favorable prosecution of a manufacturing business.

**The Institutions** of this city are such as are commonly found at State and county capitals, and there are beside six churches, a number of good schools, and a Methodist seminary. There are four newspapers, including one religious sheet, published in the place, among them the "Argus and Patriot," which has a weekly circulation of 5,800, and is the best advertising medium in Vermont at this time. It is a sprightly, independent, newsy paper, circulates over a wide territory, and is growing in popularity.

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## POUGHKEEPSIE.

Along the eastern shore of the Hudson River are a large number of famous, beautiful, and picturesque localities between this city and New York, none of which possesses any very marked advantages over the others, or over Poughkeepsie in any respect more important than in that of being nearer New York, and requiring less of their citizens' time in passing from their business places in that city to their homes. This we consider a very important advantage, and one that should never be overlooked by the business man of New York who is seeking a "Home" beyond the overstrained atmosphere of that great human hive, where his little folks may romp in the sunshine and "chase the winged butterfly" without the constant risk of having their brains dashed out by reckless hackmen. But this advantage of distance and time is one that can readily be comprehended by a few moments study of the time-table of the railroad or river route, over which any given point is reached; and as our tables of "Places and Costs" reveal the most important facts in connection with the first great expense of "Home Building" in a number of the most desirable places between this one and New York, as well as a great many others, we do not think there is any



particular necessity for descriptions of them, although we should take pleasure in such a labor if our time and space would permit.

Poughkeepsie was incorporated in 1801; is a fine, prosperous city of nearly 30,000 population, and is the county seat of Dutchess County, N. Y. It is on the eastern bank of the Hudson River, 75 miles from New York City, by way of the Hudson River Railroad, and it has a branch railroad connecting it with the interior of the fertile county of which it is the capital, and with the Harlem Railroad. It stands on elevated lands of somewhat broken surface, has excellent facilities for drainage, and is considered a very *healthy* place. There are a number of fine **Hotels** in the city, the Poughkeepsie and Morgan Houses, rating themselves as first-class, and charging \$3 per day; the Clark, Forbes, and one or two other houses, charging but \$2 per day.

The rich farmers of Dutchess County have contributed largely to the commercial prosperity of this city, and her sons and daughters have helped in a great measure to fill its schools and colleges. A number of vessels are owned here, and a large amount of grain and other produce, marble and other building materials, with manufactured goods are shipped upon them for New York and other ports.

**The Industrial Establishments** of this city are principally those manufacturing Machinery of various characters, Cotton Goods, Carriages, Farming Implements and Machinery, Earthenware, Carpets, Leather and Flour. There are also a number of factories and shops engaged upon goods and materials used in the building business, which has employed a large amount of capital the last few years.

**The Institutions** of Poughkeepsie are numerous, and some of them are very widely known. There are about 25 churches of the different Christian denominations, some of which possess houses of worship of a very superior architectural mold. The public schools are well graded and officered, and beside them there is in and near the city several institutions of learning of as good reputations as any of their class in the State.

Among them we would note the Vassar Female College, which is a splendid institution of the kind, occupying a prominent site just east of this city.

The Eastman Business College is also located at this place. It is an institution which has been extensively advertised, and is, no doubt, known to most of our readers. The writer knew Mr. H. G. Eastman, its founder, president, and proprietor, through business relations in St. Louis, Mo., in 1858, at the time of his opening a business college at that place. Colleges for the special training of young men and women in any particular science, profession, or line, are important educators, which generally get hold of their pupils, at the most critical period of their lives, at a period when habit by example of influence is most readily and rigidly transferred; when the die for the life is cast and hardened into activity, which shall operate to gradually elevate the individual to a successful, bright and useful career in life; or as surely, though it may be slowly, depress them, by failure after failure, and finally hurl them broken and crushed, perhaps, into a drunkard's grave. The place, its sanitary regulations, and its associations, should be as carefully studied by the parent or guardian of the young as the institution or its professors; and we believe that if both these subjects received such careful examination as their exceeding great importance to the charge demands, many institutions which now flourish throughout the country, would soon be compelled to close their records or change their positions or practices. We will have much more to say upon this and many kindred subjects in a work we shall prepare upon "The Power of Example to Fasten Habit, Special Institutions, &c." There are seven newspapers and periodicals published in this city, a number of banks and other institutions.

**Building** is very much facilitated in this locality by the natural advantages which are found in it, as well as by the manufacturing concerns which produce goods and articles required in the business. The stone and marble quarries of this locality—especially the latter—are of a superior nature. Brick, lime, and other articles required are also at hand and near by.

Among those engaged in this line of business we will particularly mention Mr. A. Cannon, jr., architect and builder, 333 Main Street, Poughkeepsie, N. Y. Mr. C. is not only proficient in his business, but is also the inventor of Cannon's Improved Dumb-Waiter, patented May 29, 1869.

Among other qualities possessed by this waiter, it has that of remaining stationary at any given point, when loaded to about 50 pounds or empty, without being fastened. Beside it can be operated upon from any floor with which it connects, and it can be attached to old waiters with trifling alterations. It is also claimed that it is cheaper than any other, considering its durability, ease of operation, and other advantages.

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## ALBANY,

The capital of the State of New York, is located on the western bank of the Hudson River, 143 miles from New York City via the Hudson River Railroad, and in Albany County. This city is situated in a position which gives it great commercial advantages, beside having the broad, beautiful Hudson down which to send its commerce to the ports of the Atlantic Ocean; beside it has two first-class lines of railroads communicating therewith in the same direction, the New York Central Railroad and its many branches and connections westerly; several lines of railroads connecting it with Boston and other points north and east; the Erie Canal affording water communication with the entire central part of the State, and with the great lakes and the West and the Champlain Canal which penetrates to Lake Champlain and the North

Albany was first settled by the Dutch in 1614, and in 1623 a log fort was constructed where the city now stands and called Fort Orange. The town was first known as Beaver Wyck, and afterward as Williamstadt, and received its present name at the time it fell into the hands of the British in 1664, in honor of James, Duke of Albany, who was subsequently James II. Second to Jamestown, Va., this was the oldest European settlement in the first Thirteen States. In 1686 it received a charter, and became the capital of the State in 1798. In 1850, the population of Albany was something over 50,000, in 1860 it was over 62,000, in 1870 it was over 80,000, and at this time—1876—it is over 90,000; by which figures its growth in the future may be fairly hypothecated.

The *healthfulness* of this city is good; although greater care to cleanliness, more perfect land and street drainage, which from the position of the city can be easily effected, with, perhaps, a more complete system of sewerage, would richly reward its inhabitants. One of the great faults, which amounts in some cases to a curse and a blight, in connection with our city governments, is the disastrous disposition on the part of the citizens to look upon the city officials as a sort of semi-tyrants who own the town, and who are to be suspected and hampered to as great an extent as possible; instead of recognizing more fully the fact that they, the citizens, are the government in fact—the owners of the place, the power therein—and if they fail to supply their hirelings, the city officials, with suitable tools, means and instruction, sympathy and encouragement, the disgrace of failure, the stigma of neglect, until filth breeds pestilence which ravages their families, belongs on their heads. It is no excuse that their officials are dishonest, but rather a burning shame to them, their vote and will it was that such men should become the custodians of their property and their servants, and they have not seen to it that their employes were faithful, examined their accounts and observed their work, even with half the concern the owner of a second-class candle factory would watch the operations of men in whose hands he had intrusted his property.

This thing must be changed, and the revolution is as needful in State and National Government as in Municipal. Our servants must be chosen for their honesty and fitness, and not because of what we have been pleased to call their political record; and when we have placed them on duty, like an honest people we must see to it that they are compelled to maintain their honesty and integrity, and shield them by checks and safeguards as we would our own children against temptation. Albany is a center at which a large number of transient citizens are always to be found, and there are in the city a number of fine Hotels, the Delavan House and Congress Hall taking the lead and charging \$4 per day; the City Hotel charging \$2 50 per day, and the Mansion House \$2 per day.

The Industries of this capital are of a very extensive and important character; among them the



manufacture of Stoves and other cast-iron goods occupies a conspicuous position; besides there are Blast Furnaces, Boot and Shoe Factories, extensive manufactories of Blinds, Sash, Doors, Paper Boxes, Hollow Ware, Agricultural Implements, and many other varieties of useful articles.

Albany and Troy have long been looked upon as the principal Lumber Market of the State. Here great quantities of spruce and pine timber and lumber are sent by the canals from the West and North, and piled up for sale and reshipment by river and railroad to points further South and East. Albany as a commercial point ranks not less than third in the State of New York, and its converging canals, railroads, and the Hudson River afford it extensive facilities for maintaining its standard.

The Institutions of this city are also numerous and important in their natures. Among the churches, which are over 70 in number, are those of all the leading denominations, and many of them are very strong organizations and widely known. The public schools are also numerous, well equipped, and organized after the best models. There is also a long and honored list of colleges, seminaries and academies at this center; the State and Municipal Institutions, several banks, insurance offices, and a number of benevolent and beneficial societies, and there are 17 newspapers published in the city, including the daily, weekly, and semi-weekly issues.

**Real Estate.** There is a great variety of choice in locality, and in the natural conditions of the lands and lots at this point; the best localities and lots are on State and North Pearl Streets, although we would advise any who may desire to investigate this matter to apply to Mr. Wm. B. Conant, 513 Broadway, Albany, N. Y., as he is fully acquainted with all available localities, and gives his attention to such matters. Houses for dwelling and business purposes are renting at reasonable rates, and the cost of building is also at a low average.

## SCHENECTADY.

Seventeen miles north-west of Albany, on the south bank of the Mohawk River, and 160 miles from New York, is located this pleasant city. It is the capital of Schenectady County, New York, is on the Erie Canal, is the point at which railroads branch off from the main line of the New York Central Railroad to Troy and the East, Saratoga and the North, to Binghamton on the Erie Railway, and to Athens on the Hudson. This point was first settled by the Holland Dutch in 1620, as a trading post, the first grant of land being made in 1661. In February, 1690, the town, consisting of a church and about 60 houses, was destroyed by French and Indians, and was again captured in the French War of 1748. It was incorporated in 1798, and is now a handsome, flourishing city of about 15,000 inhabitants, many of which bear the old familiar names of Schermerhorn, Yates, Sweets, Veder, and Van Vanst. The place is a *healthy* one, and has a number of good **Hotels**, the list of which should, probably, be headed by the Givens Hotel and Corley House, both of which charge \$3 per day, the Merchant's Hotel and Burns House charging \$2 and \$3 50 per day.

The Industries of this city are largely commercial in their character, beside which there are Locomotive Works, Car and Agricultural Implement Factories, and many other establishments.

Among the Institutions of the place are 16 churches, many fine, well-graded public schools, seminaries, Union School and Classical Institute, and Union College—one of the oldest and best known institutions of the kind in the State. Beside there are banks, the county institutions, insurance offices, and six newspapers published in Schenectady.

Mr. E. N. Schermerhorn, banker and broker, and agent for the leading American and Foreign Insurance Companies, may be applied to for advice with reference to locating in this place advantageously.

## BALLSTON SPA.

This flourishing town is the capital of Saratoga County, N. Y., and is 30 miles from Albany by way of the Rensselaer and Saratoga Railroad. It was projected in 1770, was at one time more celebrated for its mineral water than Saratoga, is a very *healthy* town, and has at this time about 5,500 inhabitants.

**The Industries** of the place are important, and are on the increase. There are now in vigorous operation three Cotton Mills, one large Woolen Mill, an Ax Works and Scythe Factory, six Paper Mills, one Bag Factory, one Collar Factory, a Box Factory, two Machine Shops and Foundries, several Saw Mills, and two Sash, Blind and Door Factories.

**Its Institutions** consist of Presbyterian, Baptist, Methodist, Episcopal and Roman Catholic Churches, a fine Union School, the county institutions, three newspapers, and several other institutions of various characters.

**Sundry Matters.** Accommodations to rent are somewhat limited, and rate from 10 to 12 per cent. on the value of the property. Lots vary in prices, according to the location, from \$200 to \$5,000 per city lot. Farms in the vicinity are generally of a good quality, and range from \$50 to \$150 per acre. There is abundance of stone, brick and timber for building purposes, procured and manufactured in the place.

Any of our readers wishing more particular information on special subjects can obtain it of Mr. Geo. R. Beck, Ballston Spa, N. Y., life, fire, and real estate agent, office in Gould's Building, opposite First National Bank, and those having business in Mr. Beck's line will find him a useful helper, prompt and obliging. Ballston Spa has a city water-works of a superior character, with a head of 175 feet of pure, fine water, and there is a constant increase of manufacturing interests.

## ROME.

This flourishing city is the semi-capital of Oneida County, New York; is on the Erie and Black-River Canal and on the main line of the New York Central Railroad, at the point at which the Rome, Watertown and Ogdensburg Railroad, and the Rome and Clinton Railroads branch off, 252 miles from New York City. This city was projected in 1796, stands on the site of Fort Stanwix and Fort Bull—two forts distinguished in the early history of the State as being very strong works on the then frontier. Rome is on the summit level between the Hudson River and Lake Ontario; the Mohawk River, upon the western side of which it stands, flowing eastward to the Hudson, and Wood Creek, a short distance west of the town, turning its course westerly, flows down into the lake. It is a very *healthy* place, and has now a population of over 13,000, and has several **Hotels**; among them the Stanwix Hall, \$2 50 per day; the Commercial and Willet Houses, \$2 per day, and the Northern Hotel, \$1 50 per day.

**The Industrial Establishments** are those manufacturing Railroad and Merchant Iron, Cars and other articles, and Knitting Mills. There is considerable commerce carried on from this point—it was at one time considered the largest lumber market in the State, and is still largely engaged in the business.

**The Institutions** are important, and appear to be well cared for. There are two Methodist, one Baptist, one Presbyterian, one Episcopal, two (German and Irish) Catholic Churches, which have brick and stone houses of worship, and there are several others not so well provided. The schools are of the best class, well graded; and there is a seminary and an institute for deaf and dumb mutes; there are banks, insurance offices, other benevolent institutions, and two newspapers published in the city.

**Sundries.** Among the natural facilities for building are stone and wood in abundance, and a clay from which good brick are made. Accommodations to rent and prices are fair, and the prices of lots are moderate. The farms in the vicinity are mostly good land and yield all the usual products. Living is low, comparatively, and the "Romans" consider they have the handsomest town of its size in the State of New York.

James H. Searles & Co., bankers, real estate and general insurance agents, Rome, N. Y., are parties to whom we recommend our readers to apply in case they wish aid in their line of business, or are in want of any detail information with reference to this city or locality.

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## OSWEGO.

This splendid city of the North, is located on the southern shore of Lake Ontario, at the point at which the Oswego River sweeps rapidly down into the lake, as though it was hastening to its burial amid those dark waters. It is the terminus of the New York and Oswego Midland Railroad, the Oswego and Syracuse Railroad, the Oswego Branch of the Rome, Watertown, Ogdensburg, and Oswego Railway, and of the Oswego Canal, and is about 315 miles from New York by the Midland Railroad. Oswego is a port of entry, is the largest city, and has more extended commercial and manufacturing interests than any other place on Lake Ontario in the United States. It was first occupied by the French, who built a fort at this point on the east side of the river, soon after the settlement of Quebec, and established a trading post. The English took possession of the point in 1724, and erected a fort on the west side of the river, and in 1755 another fort was constructed on the east side of the river, on the high ground near the lake, where Fort Ontario now stands. In 1756, the French, under Montcalm, succeeded in taking this fort, but it was soon after surrendered again to the English, who held possession of it until it was turned over to the United States in 1796 under the Jay Treaty.

It is finely situated on high, well-drained lands, and enjoys a splendid, invigorating atmosphere, and is considered an exceedingly *healthy*, desirable place of residence. The river runs through the center of the city, and has a fall of 33 feet within its limits, affording one of the most superior water-power privileges in the State. After the completion of the Oswego Canal this place began to grow rapidly, and has now a population of over 25,000 people, and is in a very flourishing condition. Among the *Hotels*, the Doolittle House is the superior, \$3 per day—on the premises of this house is situated the famous "Deep Rock Spring," the waters of which are shipped to every State in the Union. The Ontario, Revenue, Hamilton, and Fitzhugh Houses charge \$2 per day each.

The *Industries* of Oswego in connection with her extensive commerce with Canada, the vast chain of lake cities, and the great wheat region of the State, are of an exceeding important and profitable character. Beside, her wonderful water-power privilege has enabled her enterprising people to achieve a reputation for milling and the production of flour, second only to that of Rochester in the State of New York. There are also extensive Starch Works, and many other manufacturing concerns. In connection with the shipping business there are eight grain elevators. There is a fine harbor at the mouth of the river, which has been greatly improved by the Government having constructed a pier on the west side about 1,300 feet in length, and one on the east side about 200 feet long.

The *Institutions* of this city are in a flourishing condition, and possess an air of prosperity gratifying to witness. There are 15 churches of various denominations; graded city schools as good as can be found in New York, and the State Normal School, which has at this time over 250 pupils. There are, beside, banks and other institutions of that nature, and of benevolent characters, and there are two daily and two weekly newspapers published in the place.

**Sundry Matters.** Oswego is beautifully laid out, with streets about 100 feet wide running at right angles with each other, and possesses many elegant residences, public buildings, churches and



stores. It is a semi-capital of Oswego County, N. Y., and is surrounded by a fine wheat and apple-growing country. Of the latter, there are shipped yearly, from this port, between 200,000 and 300,000 bushels. Rents are moderate, although the cost of building is somewhat high, partly on account of there being no limestone in the county, poor brick clay, and no sand fit for use in building nearer than three miles. Farms in the locality are worth from \$100 to \$150 per acre; lots are held at from \$200 to \$5,000 per city lot—the best being those which front the river. Mr. A. T. Mattoon, Oswego, N. Y., would kindly respond to any especial inquiry with regard to Oswego or the surrounding country.

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## GENEVA.

This town is finely located at the northern end of Seneca Lake, in Ontario County, N. Y., on the New York Central Railroad, 199 miles from Albany, and 242 miles from New York City. It was first settled in 1790, and has at present a population of about 7,000. The locality is a fine, *healthy* one, and the city contains several **Hotels** of which the Franklin House ranks the highest, fees, \$3 per day; the Geneva House and American Hotel charging \$2 per day, and the Manson House, \$1 50 per day.

**The Industries** of Geneva are largely connected with the farming and nursery interest of the region. There being more acres of land devoted to the latter business in this locality than in any other in the United States. There are among the mechanical and artisan industries of the place Machine Shops, Manufacturers of Optical Instruments, and extensive Matting Concerns.

**Institutions.** Among these are three Episcopal, two Presbyterian, one Baptist, one Methodist, one Reformed, one Roman Catholic, and one Universalist Church; four ward schools, one splendid high school, several fine private schools for both sexes, the Hobart College—under the direction of the Episcopalians—and the Medical Institute of Geneva.

**Sundries.** Village lots range from \$500 to \$4,000. The drainage is good. Farms in the locality, good for grain and dairy purposes and excellent for nursery stock, are worth from \$100 to \$250 per acre. There are two weekly newspapers published in the place. There are stone quarries seven miles east of this point, and brick are made at the town. F. W. Prince, Geneva, New York, general insurance and business agent, can give any information desired with reference to any particular interest or locality, which would be of a useful character.

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## DAVENPORT.

Among the many splendid cities which look down from their proud positions upon this Wonder of Rivers, Davenport is, perhaps, the leading one in the State of Iowa. It is the capital of Scott County, is 182 miles from Chicago—westerly—on the west bank of the Mississippi River, opposite Rock Island, and on the line of the Chicago, Rock Island and Pacific Railway. This point is about 335 miles above St. Louis, Mo., by way of the Mississippi River, and 450 miles below St. Paul, Minn. Davenport is built on a narrow plateau, extending into a considerable slope, and upon the summit of a bluff, between 50 and 150 feet in height above the river, somewhat irregular and broken in surface. It was settled in 1836, has experienced a continuously prosperous growth, has proved to be in a very *healthful* locality, and has at this time nearly 30,000 inhabitants. The Burtis House is considered the best **Hotel** in the place, \$2 50 per day; the Scott and Central Houses charging \$2 per day; beside, there are several other houses of about the same class.

**Industries.** Davenport carries on an extensive commerce with the great, rich, grain and pork producing country around it, and is greatly facilitated in its trade by the railroads which center here and by the river. It is a great lumbering center, and there are here concerns engaged in manufacturing Agricultural Implements, Carriages and Wagons, Sash, Blinds, Doors, and many other articles.

**The Institutions** of the place are numerous, and the people appear to vie with all their neighbors in their efforts to extend and improve them. There are 20 churches, several ward schools that appear to be kept up to the highest standard, a free graded high school, Griswold College, and several private institutions of learning which maintain high reputations.

**Sundry Matters.** Davenport is in the heart of great bituminous coal-fields; is opposite Rock Island, upon which is situated the most extensive and complete arsenal and government building in the United States. The surroundings of this city are attractive, possessing many points of rare beauty. Dwelling-houses can be rented for from \$10 to \$50 per month, according to the locality and accommodations. Stores are renting for from \$400 to \$4,500 per year. Lots for dwellings, 150 feet above the river, with fine drainage, located in Park Place—which is one of the most desirable places to build a residence—can be had for from \$100 to \$300 per city lot.

Farms in the locality are not surpassed by any in the State for the production of grain of all kinds, onions, potatoes, hogs, cattle, and horses. Farms vary in prices according to the location and nature of improvements, from \$40 to \$150 per acre. The cost of living at this point is low, as all articles of food are produced in abundance in the locality, and coal costs, delivered, from \$4 50 to \$7 per ton. There are seven newspapers, including dailies and weeklies, published in the place.

Mr. Charles H. Kent, real estate and general business agent, Davenport, Iowa, invites correspondence with reference to any matters concerning this city, county, or the State, all of which he is thoroughly acquainted with. He is prepared to give valuable assistance in locating lands, lots, or investing money on property, at ten per cent., net, which shall be worth double the face of the mortgage, paying taxes for non-residents, &c. His references are of the best quality.

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## MUSCATINE.

This fine county seat of Muscatine County, Iowa, stands on the summit of a bold bluff which runs nearly north and south, and turns the Mississippi River from an almost due west course in which it runs for nearly 30 miles after leaving Davenport, to a nearly south direction. It is 30 miles below Davenport and about 60 miles above Burlington, Iowa; is on the Chicago, Rock Island and Pacific Railroad at Wilton, and runs to Leavenworth, Kansas. It is also the starting point of the Muscatine and Western Railroad. The high, beautiful position of this city guarantees it most splendid drainage, freedom from any malarial infection from the river bottoms on the Illinois side, and affords its citizens the opportunity of as fine river and prairie scenery as can be met with in the State. It is a very *healthy* place; was laid out in 1837, and has at this time a population of mostly Americans, with a large sprinkling of Germans and a few Irish, numbering in all about 11,000. The Commercial House is the best Hotel in the city, \$2 per day; the Scott and Grange House charging \$1 per day.

**The Principal Industry** of this city is the manufacture of Lumber, there being three large Saw Mills and two extensive drying-houses. The annual product is about 25,000,000 feet of lumber, beside Lath and Shingles in great quantities. There are, in addition, six Lumber Yards selling lumber rafted down the river, and a large proportion of the logs sawed here are brought from Wisconsin in great rafts. There are also two Iron Foundries, a Washboard Factory, a Grange Factory for the manufacture of Agricultural Implements, an extensive Wagon Factory, and other factories. Muscatine and Muscatine County are especially noted for their horses and cattle. The sales annually of



fine horses of trotting blood form one of the heaviest items of its products exported, and a sale of thoroughbred cattle owned by one man, in 1875, amounted to over \$65,000.

**The Institutions** of Muscatine are very much of the character of those found in all the thriving cities of its size in the West. There are 15 churches, excellent schools, two fine graded high schools, the county institutions, banks and insurance offices, benevolent organizations, and there are four newspapers published in the city, two of which issue daily editions.

**Sundry Matters.** Muscatine has a good system of water works, is lighted by gas, has all her principal streets macadamized, and is now agitating the subject of building a street car line. The city has been largely built by cutting down hills and filling up hollows, so that any desired exposure may be obtained, and the drainage is excellent. The best lots for residences are on "the hill" and on the Iowa City road, and are valued at from \$100 to \$1,000 per city lot. The best business lots are corner of Iowa Avenue and Second Street. Dwelling houses can be rented for \$12 to \$15 per month, containing six to eight rooms, and are in great demand. The cost of living at this point averages low.

Muscatine is a desirable point, and any one thinking of locating here can obtain valuable information or assistance by applying to Mr. Daniel Hayes, Muscatine, Iowa. This gentleman is well acquainted with the people and property of this city and county, is a dealer in fine horses of trotting breeds, and is also a real estate and general business agent.

## SIBLEY.

This young town is the county seat of Osceola County, Iowa, which adjoins the extreme north west county of the State. It is situated on the Sioux City and St. Paul Railroad, about 70 miles from Sioux City, Iowa, and is also reached by the Iowa Division of the Illinois Central Railroad to La Mars, Iowa, and thence to Sibley via the Sioux City and St. Paul Railroad. It is located in a high latitude, enjoys a fine bracing atmosphere, and is found to be very *healthy*. Sibley was projected in 1871, is consequently a very young town, but has at present an industrious, intelligent population of over 500, which are mostly New England people. There are two **Hotels** in the town, Sibley and Shells Hotels.

**The Industries** of Sibley are altogether connected with the farming interests of the county, It being a county town, it is the principal headquarters of the county at which supplies are obtained, and to which the products of the surrounding country and portions of Dakota are brought for exchange or shipment.

**The Institutions** of this new capital are in a remarkable state of prosperity when it is remembered that it is only about five years since the place was laid out. There are Congregational and Methodist Churches, both of which have pleasant houses of worship and are out of debt. There are also good school buildings erected and paid for, a Masonic and an Odd Fellows Lodge, and there is a newspaper—"Sibley Gazette"—published in the town.

**Sundries.** There are a few houses that can be rented, and which rate at about \$2 per room per month. The best lots are on the southern slope in the north side of the town, in Chase's Addition and East Addition. Business lots range from \$250 to \$500 per city lot, and good lots for residences can be had for from \$100 to \$225. Farms in the adjoining county are very good, those improved are selling from \$10 to \$30 per acre, unimproved \$3 to \$10 per acre. Inquire of C. L. Davidson, Sibley, Iowa, for particular information concerning the place.

## MILWAUKEE.

The metropolis of Wisconsin and, next to Chicago, the largest and finest commercial city on the shores of Lake Michigan. It is situated on both sides of the Milwaukee River, and is the county seat of Milwaukee County, Wis. The mouth of the Milwaukee River and a considerable stretch of the Monomonee River, which flows into the former about half a mile from its mouth, has been greatly improved, so that the harbor of Milwaukee is one of the very best on the western side of the lake. This city is 85 miles north of Chicago, via the Milwaukee Division of the Chicago and North-Western Railroad, is the starting point for both branches of the Milwaukee and St. Paul Railroad, and has two other lines of railroad converging upon it. This place was settled in 1835, and incorporated as a city in 1846; has experienced an almost unbroken course of prosperity, and has at this time over 100,000 inhabitants, of which about one-half are Germans. This city, in respect to its position on two rivers and its lake frontage, bears a remarkable resemblance to Chicago, although the surface of the site is not so level, there being considerable bluffs a distance from the rivers upon which a portion of the city stands overlooking the lake.

Its record for *healthfulness* is as good as Chicago, although we consider it a difficult matter to determine whether the death-roll of a city the size of this one, whose people annually pour into their stomachs over 1,000,000 gallons of frothing slops embittered with aloe, and strongly impregnated with the deadly poison of alcohol, is the legitimate result of natural death elements prevalent in the locality, or owes a large percentage of its numbers to the inevitable result of the opening of the flood-gates of such a river of destruction, which, although it may carry its devotees singing merrily with giddy pleasure among the flashing breakers, it shall surely sweep a vast percentage of them forward more and more rapidly, and finally hurl them without remedy into the yawning jaws of death and desolation. The **Hotels** of Milwaukee are a fine class of public houses, and are quite numerous. Among them we will name the Plankinton and Newhall Houses, \$3 50 per day; the Sherman and Kirby Houses, \$2 50 per day; and the St. Charles and Grand Central Hotels, \$2 per day.

The **Industries** of this port of entry are largely of a commercial nature, the quantities of wheat, flour, and other farm products annually shipped from here is very great. There is a large water-power privilege in connection with the river which has been improved, and there are some of the most extensive Flouring Mills in operation here that are to be found any where in the North-West. The manufacturing interests are quite large and varied, and there is a long list of Brewers and Distillers.

This splendid city has a large number of **Institutions**, some of which have made themselves known to a wide circle of admirers, and among which are about 70 churches, a large number of schools, seminaries, and other institutions. The city is built largely of a fine cream-colored brick, which is of a superior quality and enduring in color, and gives the place a peculiar appearance—having earned for it the cognomen of “Cream City.” The country is very fertile, and is rapidly advancing in wealth and population.

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## WATERTOWN.

This flourishing little city is located on both sides of the Rock River, 44 miles west of Milwaukee, via the Milwaukee and St. Paul Railroad, at the junction of that road with the Chicago, North-Western, Watertown and Madison Railroad in the northern part of Jefferson County, Wis. This city was projected in 1835, at which time it contained about half a dozen people, and was known as Johnson Rapids. It has continued to grow and increase in numbers and importance,

being surrounded by a fine, fertile country, until it has now nearly 10,000 inhabitants. Watertown is well drained, the Rock River having a fall of nearly 25 feet within a few hundred yards—which also affords a fine water-power—and greatly facilitates drainage, and it is considered a *healthy* place. The **Laudon Hotel** and Bay State House are the best public houses in the city, both charging \$2 per day.

**Industries.** The water-power privileges of this place have contributed greatly to the growth of a large manufacturing interest, among the industrial concerns are six Flour Mills, two Sash and Blind Factories, Foundries, Machine Shops, Rolling Mills, a large number of Carriage, Wagon, and other shops, and there is also a heavy trade carried on with the surrounding country.

Among the **Institutions** are churches of all the leading Christian denominations, fine public schools, a Protestant Lutheran University and Theological School, and a Catholic College. There are also banks and other commercial institutions, and two newspaper offices in the city.

**Sundries.** There is plenty of stone in the place, and a clay from which a splendid quality of brick are made, of which many of the buildings are constructed. Lots are worth from \$100 to \$1,000. Farms in the locality are worth from \$30 to \$100 per acre. Stores are mostly brick and rent at about \$600 per year, while dwellings range at from \$5 to \$20 per month. There are magnetic wells in the locality.

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## FON DU LAC.

This city is the capital of Fon du Lac County, Wis., is finely situated on gradually rising lands at the southern end of Lake Winnebago, which slope down to the lake. It is about 148 miles from Chicago, via the Fon du Lac and Sheboygan, and the Chicago and North-Western Railroads, and it also has other important railroad facilities. The lake is a splendid sheet of water about 30 miles long and an average of 10 miles in width, and affords an economical means of moving a large amount of freight across its waters, down the Fox River into Green Bay and Lake Michigan. This place was first settled in 1835, is finely drained, is a very *healthy* locality, and has at this time over 17,000 inhabitants. There are a number of **Hotels** in Fon du Lac, all of which charge \$2 per day, and of which the Patty House is considered the best.

This city is supplied with the best of water by artesian wells, which are from 80 to 100 feet deep, and are flowing fountains. There are also a number of magnetic wells, from 600 to 800 feet deep, which throw steady columns of water to a considerable height, some as much as 50 feet high; one of these, "Hunter's Magnetic Fountain," is visited by thousands of invalids, many of whom have received remarkable benefit.

**The Industries** of Fon du Lac are largely of a commercial character, as it is a center to which a great region of farming country brings its products for trade or shipment, and at which it obtains its supplies. There are Flouring, Planing, and a large number of Saw Mills; Plow, Cabinet and Soap Factories; also manufacturers of Cars, Wagons, Threshing Machines and other agricultural machinery and implements.

**The Institutions** of the place are numerous and in a flourishing condition; there are 20 churches, embracing many Christian denominations; the best of public graded schools and a high school which occupies a splendid building. There are banks, insurance offices, beneficial societies, one daily and four weekly newspapers published in the place.

**Real Estate.** City lots for residences are selling for from \$100 to \$2,000 a piece, the best being located on Sheboygan, Divison, and Forrest Streets. Farms in the county and near this point are devoted to raising wheat and other grains, and are valued at from \$40 to \$100 per acre. Mr. J. A. Hazard, corner Main and First Streets, Fon du Lac, Wis., dealer in real estate, general business and insurance agent, will answer any inquiry with reference to this place, and will give prompt attention to all matters of business left in his charge.



## SHEBOYGAN.

This flourishing lake port is the county seat of Sheboygan County, Wis., and is situated on the Sheboygan River, near its entrance into Lake Michigan. With reference to the name of the place, we copy from a sketch by Mr. John O. Thayer: "The meaning of the Indian word She-boy-gan is by no means certain. There is but little doubt but that the original name was She-wau-wau-gun. Elliot, in his Indian Grammar, says that in all of the Indian dialects 'gan,' 'gun,' or 'gin' means place, and the generally received definition of Shewauwau-gun is the place where the water ran under the ground, the Indians claiming that after the junction of the Onion River with the Sheboygan there did not appear to be any more water in the Sheboygan than before, and that consequently there must be somewhere an underground outlet."

The county of Sheboygan was organized December, 1838. The city of Sheboygan was plotted, however, in 1835, and lots were sold at auction in Chicago in June, 1836. The first term of court held in Sheboygan County was organized at Sheboygan village, in the school-house, in June, 1846. Then two wagon roads were projected only, now nearly 70 miles of iron roads are running within its limits, and about \$29,000 was expended in repairs of common roads the past year. Then one short school was all that was required, now over \$40,000 is spent annually for common-school purposes. Then a tax of less than \$600 for all purposes was considered enormous, now over \$187,000 is demanded to meet the disbursements of the past year, and but 30 short years have rolled in between the two periods.

This is not only a sketch showing the progress of Sheboygan County, which, by the way, is not above the average, but it finds more than its equal in a large number of counties in Illinois, Iowa and Michigan, and about its parallel in all the rest. In only one direction is there to be found no change. The records of the first court of Sheboygan show that the jury did not agree in any case submitted to them, and the records of the last term held in 1874 reports the jury of the same opinion still, indicating that human nature prevails pretty generally at all times and everywhere.

This city is about 53 miles north of Milwaukee, via Milwaukee, Lake Shore and Western Railway, and 45 miles from Fon du Lac, by the Sheboygan and Fon du Lac Railroad. It is also connected with Chicago, Ill., by daily lines of steamers via the lake. It is a *healthy* city and has at present over 7,200 inhabitants. The best **Hotel** is the Beckman House, which charges \$2 per day; the Pope House makes the same charge.

Aside from the general commerce of this city, which is important and constantly on the increase, there are connected with the **Industries** of the place two large steam Chair Factories, five steam Tanneries, one Baby Carriage Factory, Porcelain and Stoneware Works, four large Brick Yards, several Saw Mills, Foundries, Steel Works, and other concerns of like nature.

**The Institutions** are also thriving; there are 11 churches, good public and private schools, and two kindergarten. There are four newspapers published in Sheboygan, one of which is German.

**Sundries.** The farming lands of Sheboygan County are held at from \$12 to \$150 per acre, and are devoted to the production of wheat, peas, dairying, &c. The shipment of cheese from 32 factories during 1875 was 1,998,221 pounds. The "Sheboygan Artesian Well" is 1,475 feet deep, and discharges 240 gallons of water per minute, at a temperature of 58 deg. Fahr., which is found to be of great medical value. Mr. John O. Thayer, Sheboygan, Wis., will kindly respond to inquiries regarding this city or county, and such information as he shall give will be of a reliable character.

## APPLETON.

A pleasantly located city and capital of Outagamie County, Wis., 213 miles from Chicago, by the Green Bay and Lake Superior line of the Chicago and North-Western Railroad. It is on the west-erly side of Fox River, about five miles from the northern end of Lake Winnebago, and 30 miles from Green Bay. It is situated on a plateau of considerable elevation and overlooks the Fox River, which runs through a deep, broad channel and has at this point a fall of over 40 feet within about one mile run, which affords a water-power of great capacity which is not affected by drouth, freshets, or frosts. The drainage of this city is good, and it possesses the opportunity of further improving it; its record for *healthfulness* is very fair, and there is no good reason why it should not—with proper attention to sanitary matters—be maintained and improved. The first tree was cut for the clearing of the site upon which this city stands in 1848, and it has at this time a population of over 7,000. The best **Hotel** in the place is the Waverly House, which charges \$2 per day; there are also the Briggs, Gevake, and Lawrence Houses.

Appleton has, beside the railroad mentioned above, other extended railroad facilities and steamboat communication with the lakes, which foster a growing commerce, although the **Industrial** resources of the place are chiefly of a manufacturing character, which is facilitated in an unusual manner by the great water-power afforded by the chute of Fox River. Among the manufacturing concerns are two immense Poplar-wood Paper Pulp Factories, Woolen and Paper Mills, two Found-eries, Charcoal Iron Furnaces, a Sewing Machine Factory, four Flouring Mills, three extensive Furniture Factories, three Hub and Spoke Factories, three immense Saw Mills, two Planing Mills, and Sash Factories, two large Wagon and one Buggy Factory, a concern manufacturing Agricul-tural Machinery, a Pump Factory, a Cheese and a Pearl Ash Factory.

The **Institutions** of Appleton are those connected with the County and City Governments and Charities, Methodist, Congregationalist, Episcopal, Baptist, Lutheran, Evangelical and Roman Catholic Churches; six public schools, and other schools of special character, and the Lawrence University. There are also other institutions in the place, and there are three newspapers published here, including one in the German language. The buildings of this city are constructed of brick and wood, some of the brick buildings having cost over \$15,000. Both of the above materials are abundant.

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## KIRKWOOD.

By way of the Pacific Railway of Missouri, this pleasantly located suburban town is 13 miles from St. Louis, in St. Louis County, Mo. Soon after the completion of this railroad to Jefferson City, this place became a favorite resort for St. Louis merchants and business men, and has con-tinued in favor with that class to a considerable extent to the present time, and is now the per-manent home of about 3,000 people, and the Summer home of several hundred more. There are a large number of elegant villas and cottages, most of which are surrounded with capacious grounds that are adorned with trees and shrubs, lawns and walks, and present a very attractive appearance. Building sites are worth from \$800 to \$2,000 per acre. The place is tolerably *healthy*.



## WASHINGTON.

The front of this thriving town stands close down to the broad, muddy waters of the Missouri River, and extends up over the low bluff, the foot of which the waters here hug for some distance. It is 55 miles west of St. Louis, on the line of the Pacific Railway of Missouri, near the center of the northern boundary of Franklin County, Mo. This town was projected about 1830, and has at this time a population of 4,000. It is as *healthy* a place as can be found on the Missouri River in Franklin County. The best **Hotel** in the place is the Elm Street House, \$2 50 per day.

This town, being located on the river, and having a good landing for the steamboats which ply its muddy waters, early became the principal shipping point for the great fertile region of country around it, and it has become a commercial and **Industrial** center of importance. There are many fine brick buildings, both dwellings and stores, in the place, and several large mills manufacturing Flour and many other useful articles.

There are eight churches, four public and good private schools, a fine high school, and several other **Institutions** in the town, and one newspaper office which issues a weekly paper—the “Franklin County Observer.”

**Sundries.** The lands of this section of Missouri are very fertile and productive of grain, fruit, grapes, &c., and are worth an average of \$40 per acre.

Foss & Hagebush, insurance and real estate agents, Washington, Mo., are reliable parties who are well acquainted in the county, willing and able to give good advice or valuable assistance in locating a “Home” at this point. There is the best of timber and brick for building purposes manufactured at this point, and the cost of building and living is very low at this time. The climate is mild.

The Missouri River, where it flows along the northern boundaries of Franklin, Gasconade, Osage and Cole Counties, Mo., is a broad, rapid river; its deep, gray, turbid waters are ever rolling and restless; sometimes rapidly rising until thousands of acres of the broad, bottom lands which lie on either side are inundated, and again as rapidly receding far down its alluvial banks, to continue its former restless, rolling, rolling onward by cities, towns, and hamlets, for thousands of miles, until finally it rolls into the Gulf of Mexico and becomes a part of the restless ocean. The Missouri Valley or bottom lands vary in width continually; the bluff or hilly approach of the high lands now sweeping around against the river edge, and then receding to a distance of from a half to five miles or more. The elevation of these valley lands also vary from a level, that is covered to a depth of from one to ten feet by those muddy waters at the times of great freshets, to a height of from one to twenty feet above the highest freshets known. They are composed of a deep, black soil which produces, in the most extravagant luxuriance, a vast variety of vegetation, from the delicate fern to the gigantic elm and sycamore. Large tracts of these lands are cleared of their enormous growth of timber fenced into farms, and present an appearance which would make the eyes of the average farmer from the hill lands of Connecticut dilate until they were crimson with avaricious delight. The farmers who occupy them, however, are mostly a heavy, robust-looking people, that do not appear to place much estimate on careful, tidy work, either upon their farms or around their dwellings. Their dwellings are mostly constructed of logs in the primitive “old Virginia” fashion, and their farm buildings consist of a group of sheds, pens, and possibly a stable after the same manner, and of the same materials.

Among the most prosperous appearing of this class of log “Home Builders” aspire to a double house of the nature shown by the accompanying cut, which was sketched from nature by the author, and is a faithful representation of the “Home” of a planter on one of the most luxuriant farms in the Missouri Valley, in Franklin Co., Mo. From fifty to a hundred years ago, the superior



of such cottages was the exception, and in many parts of the Southern and South-Western States they still abound. There is, no doubt, in many instances and localities an over-ruling necessity for the adoption of this method of "Home Building," but we fail to conceive of the necessity upon the richest lands in America, under the eaves of the best markets, within a hundred yards of a railroad, and within a mile of a depot; and we have been gratified to observe that wherever educated industry makes its way, these relics of former necessity disappear.

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## CALIFORNIA.

This splendidly situated town is the capital of Manitou County, Mo. It stands on a high, gently-rolling prairie, on the line of the Pacific Railroad of Missouri, 150 miles west of St. Louis, and 25 miles west of Jefferson City, Mo. This town was projected in 1845, and, after the completion of the railway to the place, grew to be a commercial inland center of much importance. During the Rebellion, however, it suffered greatly at the time of Price's raid, the Rebels burning and destroying a large amount of property, burning the depot and other buildings, and devastating the place with great fury. Rebel vengeance, however, was not sufficient to utterly wipe out the spirit of progress which this, largely German, class of people possess. In 1868, they erected a splendid stone Court-House at the expense of \$52,000, and many other new brick, stone, and wooden buildings, stores, hotels and dwellings, have been yearly added to the place since its days of trouble, and it has at this time a population of about 4,000 people. California is high, well-drained, has a fine, mild prairie atmosphere, and is a very *healthy* place. There are several good **Hotels**—among them the City Hotel, charging \$1 50 per day, and the Ohio House, charging \$1 25 per day.

The country around this point is of the finest character of prairie lands, yielding great crops of grain and other products which find an exit for distant markets through the hands of the merchant of California, and which is the fruitful source of a growing commerce. There are also a large number of **Mechanical Industries** springing up in the place of various natures.

There are churches, schools, a weekly newspaper, a bank and other growing **Institutions** in the place, and there is around it a grand, broad country, owned in large tracts, inviting occupation that would pay.

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## SEDALIA.

This is another splendidly located prairie-town of recent origin and rapid growth. It is the county seat of Pettis County, Mo., and is 188 miles from St. Louis in a nearly due west line on the Pacific Railway of Missouri, at the point at which branches off the Missouri, Kansas and Texas Railroad, and another railroad which crosses the Missouri River at Lexington and strikes it again at St. Joseph, Mo. This town was projected in 1860, is the terminus of the Eastern Division of the Pacific Railway of Missouri, was during the Rebellion made a military post from which operations were projected and supplies forwarded West and South-West. Sedalia has grown in a manner characteristic of many railroad towns throughout the States, and has a population of nearly 8,000. It is surrounded by a grand, beautiful prairie country of the most fertile nature; has a mild climate, is well drained, lighted with gas, many of the streets handsomely improved—all of them being at

right angles—and is a *healthy*, prosperous-looking little city. The county is fast settling up with a vigorous class of farmers who obtain great returns for industrious attention to their business. The lands are worth from \$25 to \$50 per acre. The **Hotels** of Sedalia are of a better class than those in most of the towns of its size in Missouri; the Ives House, being the best, charges \$3 per day, and the Lindell House \$2 per day.

The **Principal Industries** of this town are of a commercial nature, and in connection with the extensive Car and Repair Shops of the railroads.

There are many fine buildings in the place, several churches, good public and private schools, banks, the county and other **Institutions**, and five newspaper offices, some of which issue daily and all of which issue weekly papers, varying in political and religious professions.

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## KANSAS CITY.

This is the second city in size and commercial importance in the State of Missouri, and is the seat of justice of Jackson County. It is located on the south bank of the Missouri River at the point at which it leaves the eastern border of the State of Kansas, and takes an easterly direction toward the Mississippi, and just below the mouth of the Kaw or Kansas River, in the extreme north-west corner of Jackson County, Mo. It is at the western terminus of the Pacific Railway of Missouri, 282 miles from St. Louis, Mo., and is a terminus or starting point for six or eight other railroad lines, making it a railroad center of great importance.

The site upon which the city stands is one which has imposed remarkable hardships upon the people who have attempted to build a large and well-appointed city. It appears to have been one of the most rugged, unevenly broken bluffs, of about 250 feet in height, that would be possible to find in the country. Hundreds of acres of lofty clay and rock fields have been cut down and tumbled into deep ravines, until the city is exhausted with labor and burdened with a cumbersome debt. To be sure, a large portion of the city is well finished and settled, while a much larger portion is yet overshadowed by clay banks from 30 to 70 feet in height, with the street cut through them in many cases, and in others only partially so.

This city was laid out in 1830, and its geographical position is one possessing many advantages, although it did not become a place of great importance until after the close of the Rebellion, and the completion of its vast railroad connections, since which time it has grown with remarkable energy and has at present over 40,000 inhabitants. Kansas City, as has been remarked, is built upon very high ground, and, when all its plans for drainage and sewerage are complete, they will be of a very efficient character. As yet there are many low places which will in time be filled with the superabundant hills, and there is no doubt but that it is a very *healthy* locality. There are the usual proportionate number of **Hotels** in the city, among them the St. James, which charges \$3 per day, and the City Hotel, \$2 per day.

The **Industries** of Kansas City have been to a remarkable degree of a commercial character. The vast fertile country which lays all around it having been the fruitful source. There are also many manufacturing interests rapidly developing.

Among her **Institutions** are a large number of churches, the best of ward schools, banks, insurance offices, nine offices of newspapers and periodicals, among them two or three dailies, beside other institutions of growing importance.



## MACON CITY.

This is a fine town and the capital of Macon County, Mo. It is situated at the crossing of the Hannibal and St. Joseph Railroad, and the Northern Division of the Northern Railroad of Missouri. This town is another one of the fruits of railroad enterprise; it was projected in 1856, about the time of the building of the Hannibal and St. Joseph Railroad, and has about 5,000 inhabitants. There has been considerable care given to the drainage and sanitary wants of the place, and it enjoys an average reputation for *healthfulness*. The **Hotels** of the town are the North Missouri and City Hotels, \$2 per day, and the Rolins Street House, \$1 25 per day.

Among the **Industries** of the place are four Tobacco Factories, two Wagon Factories, a large Agricultural Implement Factory, a Flouring Mill, and other shops of various natures.

The **Institutions** of the place are principally summed up in twelve churches, two excellent public schools, occupying large brick buildings, and the St. James Academy.

**Sundry Items.** Accommodations to rent in Macon City are fair, and rents ranging low—from \$3 to \$15 per month for dwelling houses. Lots are held in the northern part of the town—which are well drained—at from \$30 to \$200 a city lot. The farms of the county are of a good quality for general farming purposes—except for wheat—and are valued at from \$10 to \$25 per acre, for improved lands. The country is heavily timbered with walnut, oak, hickory, basswood, cottonwood, and other woods. Living is cheap, costing families from \$200 to \$500 per year. There are five newspapers published in the city, including one in the German language. Mr. D. H. Payson, general insurance agent, Macon City, Mo., can be addressed with reference to any matters of special character connected with this city.

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## ST. JOSEPH.

Since the completion of the Union and Central Pacific Railroad through to San Francisco, Cal., this city has experienced a change in its future prospects. Previous to that time it was, perhaps, the chief starting point for long and laborious journeys "across the plains," and the point at which the emigrant obtained most of his supplies for that journey. Since the completion of those roads—and in fact, for some time previous to it—Council Bluffs and Omaha have sapped a large proportion of that lucrative trade from this city, although it still enjoys a considerable share. St. Joseph stands on a portion of the Missouri Valley and extends up over the high clay bluffs, on the eastern bank of the Missouri River, nearly 500 miles above St. Louis—by the river—and is the capital of Buchanan County, Missouri. It is the western terminus of the Hannibal and St. Joseph Railroad, and is 198 miles from Hannibal. It is also one of the chief cities on the line of the Missouri Valley, and of the Council Bluff and St. Joseph Railroads. This city was projected in 1843; is a flourishing commercial point, third in size and importance in the State, and containing at this time over 20,000 inhabitants. The people of this place have experienced something of the same difficulties in building their city, upon the rugged clay bluffs, that has been felt by the people of Kansas City. The place is tolerably *healthy*, and judging from the large number of **Hotels**, must receive a heavy patronage from transient citizens and travelers. There are two or three hotels charging \$3 per day, the Saunders and Pacific Houses, and eight or ten charging \$2 per day, among them the Central and Merchants' Hotels.

The **Industries** of St. Joseph are largely commercial. There are, however, a number of heavy manufacturing industries, among them a large Carriage and Wagon Factory, a Woolen Factory, Saw and Planing Mills, and other concerns.

There are among the **Institutions** 25 or 30 churches, fine public and private schools, the county

and city institutions, an extensive asylum, located on the highest part of the bluff, perhaps 300 feet above the river, and there are several newspaper offices and other important institutions. A large number of the buildings are of brick, and there is visible everywhere the spirit of enterprising industry.

The surrounding country is of the most fertile character, and is rapidly settling up. Lands are worth from \$15 to \$35 per acre, and are excellent for general farming purposes.

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## LAWRENCE.

This splendid capital of Douglas County, Kansas, is situated on the banks of the Kansas, or Kaw River, which runs through the city. It is about 40 miles from Kansas City, and 320 miles from St. Louis, Mo., by railroad. It was first projected in 1854, by a colony of New England people; has experienced many exciting scenes in connection with "border ruffians" and rebels, having been twice burned during the Rebellion, during one of which times about 150 persons were massacred. Notwithstanding these difficulties it has rapidly improved and is considered one of the most handsome cities in the State, and has a present population of about 12,000. It is surrounded by a most fertile country which is quite thickly settled, and affords the place a large amount of commercial advantage. It is finely drained and is a very *healthy* city, having several good **Hotels**, among which are the Eldridge House, \$3 per day; the National and Lawrence Houses, \$2 per day, and the Place House, \$1.50 per day.

**The Industries** of Lawrence are largely connected with the farming interests of the country. There are several large Flouring Mills, Machine Shops, and other manufacturing concerns. Brick and Lime are manufactured on the town site and are very low.

**The Institutions** are growing and are conducted on the best known methods. There are about 15 churches, seven fine ward schools, high schools, and the State University, a splendid institution, is located on a hill to the north of the city. There are several newspapers and other growing institutions, and there is a large number of fine brick buildings in the place. It is well lighted with gas, and has many fine streets.

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## EMPORIA.

This elegant town is at the junction of the Atchison, Topeka and Santa Fe, and the Missouri, Kansas and Texas Railroads, on the north bank of the Neosho River, and is the county seat of Lyons County, Kansas. It is surrounded by the finest country in Southern Kansas, is about 411 miles from St. Louis, Mo., and 61 miles from Topeka, Kansas. It was laid out in 1857, and has at present something over 2,500 inhabitants. It is found to be a very *healthy* place, and has a very prosperous growing commercial interest and many **Mechanical Industries**, among them mills and factories which are using the water-power of the Neosho River.

**The Institutions** of the place are important, among them churches of all the leading denominations, the best of public and private schools, and the State Normal School. Beside, there are county institutions, banks, and three newspapers are published in the place.

**Sundry Matters.** The Merchants' and Windsor **Hotels** are the leading public houses in the place. Dwellings can be rented for from \$3 to \$6 per month; brick business-rooms, 25x80 feet, rent for \$40 per month. Lots for residences can be bought in fine localities, with splendid drainage—from north to south—for from \$25 to \$150 per lot, and fine business lots are worth \$500 to \$1,500 per lot. Farms near the town can be had for from \$5 to \$15 per acre, which possess the most



fertile soil, and will produce all crops grown in the Middle and Northern States. There is a clay from which good bricks are made, plenty of stone, sand, lime and lumber near at hand, which reduces the cost of building, and the climate is very fine and mild.

Messrs. E. H. Norton & Co., real estate and general business agents, 174 Commercial Street, Emporia, Kansas, are prepared to furnish all needed information with reference to any particular matters in connection with "Home Building" in this place, and their advice can be relied upon.

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## COUNCIL BLUFFS.

This well-known city is the capital of Pottawattomie County, Iowa, and is situated on the higher bottom lands of the Missouri Valley, on the banks of the Missouri River, opposite the city of Omaha, Neb., and is 488 miles west of Chicago, Ill., via the Chicago and North-Western Railway. Beside the route named, there is the Chicago, Rock Island and Pacific Railroad, the Chicago, Burlington and Quincy Railroad, the Kansas City and St. Joseph and C. B. Railroad, terminating their great lines of freight and travel near the eastern end of the magnificent railroad bridge across the Missouri River, owned by the Transfer Company, which connects them all with the Pacific Railway in the Omaha depot.

In 1847, this place was settled by the Mormons, who came here from Nauvoo, and established themselves by building a large number of log cabins in a few weeks, and they gave the place the name of Kanessville. The Mormons remained here until about 1852, when they took up their march for Salt Lake. In the meantime, however, the California gold fever, which raged at its height in 1849, had brought to this point thousands of emigrant teams, which received here their principal outfit for the great journey across the Plains, and which had built up a large town and a heavy trade. In 1853, after the disappearance of the Mormons, the name of the place was changed to Council Bluffs—that being the name by which the locality was known since the time of a council held here in 1804, by Clark and Lewis, during the first Government Expedition to the source of the Missouri. The great clay bluffs, over which this city is now struggling to spread itself, are very high, and broken into the most fantastic forms. The place has been quite *healthy* since proper attention has been given to that subject, and has grown to be a handsome city, with a large number of fine brick buildings, and a population of over 10,000. The finest **Hotel** in the place, at present, is the Ogden House, \$3 per day; the Everett House charging \$2 per day.

**The Principal Industries**, outside of the great commercial trade of the place, are the manufacture of Agricultural Implements, Brooms, and other wares, and a heavy Iron Works.

Among the **Institutions** found in this busy place are about 15 churches, excellent ward and high schools, banks, the State Institute for the Deaf and Dumb, and several newspaper offices.

**Real Estate.** Farms, improved, are worth in the county \$20 to \$40 per acre; unimproved, \$10 per acre. Mr. J. D. Edmundson, real estate agent, Council Bluffs, Iowa., is prepared to furnish any reliable information desired, or to attend to any business in relation to "Home Building" in this city or county, lending money or paying taxes.

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## OMAHA.

On the western bank of the Missouri River, opposite the city of Council Bluffs, covering a well elevated plateau and extending over the high rolling lands adjoining, stands the city of Omaha.

This is one of the most pleasantly-located and attractive cities in the great central west. Early one bright morning in the middle of November, 1875, the writer first stood upon the high ridge in front of the central public high school edifice, and explored by vision, the wonderful beauty of the grand old Missouri River and Valley on the north and south, and the distant, towering fantastic bluffs on the eastern side of the river, where nestles the more historic city of Council Bluffs, and while thus engaged, his lungs filled and expanded with a most invigorating and refreshing atmosphere, there calmly settled down upon his mind the firm conviction that the people of Omaha are blessed in their situation. Then, when he gave his attention to the careful inspection of the city itself, he became strongly impressed with the idea that the people of Omaha are aware of and appreciate their blessing.

The four great lines of railroads, which converge at the eastern end of the transfer bridge, pour their floods of freight and living beings over that magnificent iron connector upon the lap of the Union Pacific Railroad, the other western-bound routes, and into the warehouses of Omaha.

The Missouri River, between those two important places, runs from a few points west toward a few points east of a direct north and south course. It is here, and for many miles above, navigable for the best class of medium-draft steamboats, which, until within the last few years, were the only means of communication with this then extreme western frontier, except by wagons. During the period in which Council Bluffs was eminently the objective point, at which trains of emigrants from all places to the eastward concentrated for the purpose of procuring outfits, before launching upon that, to many, fatal overland voyage, across the vast woodless plains, towering rock-strewn mountains, wild and barren alkali deserts, which lay between them and the coveted Pacific Slope. Omaha gradually increased from a few huts, until in 1860 it had become a formidable rival in the business in which its sister town on the eastern bank was engaged, and could boast of a busy population of about 1,900 souls. Rapidly sixteen more years have swept into the eternity of the past, and during their flight, the four busy routes of rail, before named, have completed their connections, by means of the bridge, with the O. & N. Western, O. & S. Western and the Union Pacific Railroads, and Omaha has grown from a thriving village to a splendid enterprising city of 23,000 people.

**Healthfulness.** In order to form a good opinion of this matter, without a more careful inquiry and investigation of the statistics in relation to it, the observer need only visit the different public schools; watch the children come and go; look into their ruddy, happy little faces; at their well-filled forms, robust limbs, and vigorous, sprightly movements. The high airy position of the city, its sunny exposure, good drainage and pure invigorating atmosphere, cannot fail to produce in all, who give any proper attention to the laws of their being, the most satisfactory results as to health.

**Hotels.** The great amount of travel through this city has been the cause of the erection of a number of buildings for hotel purposes. The Grand Central and Wyoming Hotels are first-class houses. The former is a splendid five-story French roof building, and its grand central staircase is a novel and magnificent arrangement; charges, \$4 per day; Wyoming Hotel, \$3 per day; City Hotel, \$2 per day.

**Principal Industries.** There are no manufacturing interests in Omaha of any great moment. The rather high prices of coal, as yet, and the absence of any water-power which could be economically utilized in driving machinery, are the two potent preventatives. There are, however, Planing and Molding Mills, Sash, Door and Blind Factories. The Foundries and Machine Shops, in connection with the railroad interests, are in proportion to the requirements, and give, with the mills and factories above named, and a variety of small local enterprises, employment to a large number of industrious, skilled mechanics.

The rapidity with which the city has grown the past twelve years, and the nature of the buildings erected, has also been a fruitful source of living to thousands of merchants, mechanics and laborers engaged in the various lines in connection therewith. The greatest source of revenue to the inhabitants of Omaha, however, is of a more purely mercantile nature.

Many hundreds of emigrants yearly obtain at this point supplies required for a westward journey, while the farms and towns of Douglas and the adjoining counties are constantly making increased demands upon the stores of this city.

The great military road to Fort Kearney starts from this point, and the Omaha barracks, where there is generally a regiment of soldiers quartered, are about four-and-a-half miles from the city.

**Institutions, &c.** One of the most satisfactory and commendatory developments in connection with the rapid growth of this city is the fact that its churches, schools, and other institutions, have kept pace with the advance of its secular enterprises. There are about 17 churches of different denominations, the best of ward and high schools, occupying splendid brick buildings, equipped and officered in the best manner. Beside there are the county institutions, banks, insurance offices and other organizations of beneficial and benevolent characters, and there are eleven newspapers published in the place, including dailies and weeklies.

**Real Estate.** Lots for business purposes, in the central part of the city, are worth \$300 per front foot, and are generally 132 feet deep. Lots for residences, near Douglas and Eighteenth Streets, 66 by 132 feet, are worth \$3,000. Same lots at Twenty-fourth Street are worth \$700 to \$1,800. Farms in Douglas County, 10 miles from Omaha, improved, are worth \$20 to \$25 per acre; unimproved are worth \$10 and \$12 per acre.

## FREMONT.

This flourishing frontier town is situated on the north side of the Platte River—in the Grand Valley of the Platte—on the Union Pacific Railroad, 47 miles from Omaha, by the winding course of the railroad, although actually but about 35 miles west. It is at the junction of the Sioux City and Pacific Railway, and of the Fremont and Elkhorn Valley Railway. It is in Dodge County, Neb., and has made its principal growth since the building of the Union Pacific Railway. Before reaching this point by the Union Pacific Railway, Elkhorn is the first place of any considerable size after leaving Omaha, and is situated on the Elkhorn River, about five miles from the Platte River, in a most magnificent farming country. Fremont is a town of about 2,500 inhabitants, is very *healthy*, and has several fair **Hotels**. Among them the Pacific and Fremont Houses, charge \$2 per day, and the Farmer's Hotel, \$1 75 per day.

**The Industries** of this locality are exclusively those connected with the farming, mercantile and building enterprises of the country around it. It may be said to be fully within the bosom of the Platte Valley, and near the point at which the long waving grass of the Prairies gradually shortens off to that of the Plains, which is from 8 to 15 inches in length, is very sweet and nutritious, and has the characteristic of being better for the cattle in the Fall and Winter seasons than it is in the Spring and Summer.

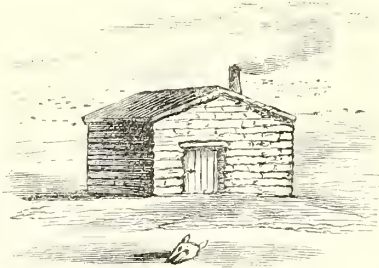
Thousands of head of beef cattle are herded in this vast valley plain through the Fall and Winter seasons, without shelter, or any other food than the dead grass upon which they thrive and fatten. Fremont is also approaching the western border of the great grain-growing country of the Mid-West, as from 50 to 80 miles further west approaches a region where there is so little rain fall as to require irrigation to mature the Summer's growth of grain or vegetables. The Platte River, however, which is a broad and rapid stream, having an average descent of seven feet to the mile, and running through the heart of this grand valley for about 250 miles, will some day be utilized in one or the most gigantic and profitable systems of irrigation the world has ever witnessed.

There are several churches, good schools, and other prosperous **Institutions** in Fremont, also a newspaper which issues a sprightly little sheet weekly. Farming lands near this center are worth from \$15 to \$20 per acre, improved; and from \$1 50 to \$10 per acre, unimproved— all of which are exceedingly rich and fertile.



## JULESBURG, NEB.

This point on the Union Pacific Railroad is 377 miles west of Omaha, and is about 300 miles further West than the traditional "young man" had better stray—unless he goes about 1,500 miles further—if his desire is to enjoy the peaceful life of a general farmer. This place had its origin with the building of the Union Pacific Railroad, during one period of which it claimed a population of 4,000, and it was claimed to have been the most desperately wicked place in America. In confirmation of which there is said to be upon the side of one of the low ridges near by a graveyard in which over 700 human bodies are buried, and all of which—save four—suffered death by violence. After the completion of the Union Pacific Railroad to Cheyenne, and several raids of the "Vigilance Committee," the population of this point floated further West, and now there is scarcely a sign of their ever having existed such a den of wickedness at this place, as there are but a few shanties and sod-houses, and three or four railroad buildings to be seen, with a population of about 100. These sod-houses are a feature of "Home Building", which makes its appearance one hundred miles or more east of this point, and is found throughout the entire high, dry country of the West and North-Western part of Nebraska, and also throughout Wyoming, Colorado, Utah, and Nevada. It is sometimes the result of necessity, but most frequently, we think, especially where allowed long to exist, the result of barbaric laziness. It is accomplished by piling up sods cut about 12x20x6 inches in size, and used like bricks without mortar.



Our cut is a faithful representation of such buildings, it having been sketched from nature by the author, about 20 miles east of this point. These houses are generally about six or eight feet by ten or twelve in dimensions, and are from four to six feet in height, covered also with sods by the aid of a few poles. The door is low and narrow, requiring a severe stoop to enter, and there is generally a piece of rusty stove-pipe sticking up through the roof. In this instance the hut appeared to belong to a herdsman, whose ample droves of cattle were seen grazing on the beautiful low ridges in the distance.

This point is beyond the farming country of Nebraska, but is found to be very desirable for sheep and cattle grazing. The climate is dry and mild, and has an elevation of about 3,500 feet above the sea-level. The grass is short, well-set, and exceedingly nutritious throughout the Winter, during which there is scarcely a snow fall, and, when it does occur, it very soon disappears.

**Cheyenne, Wyoming.** This place is 516 miles from Omaha, Neb., at the junction of the Denver Pacific Railroad. It stands in the midst of a grand, high plain of superior value for grazing purposes, the eastern and southern portions of which were at one time the favorite hunting grounds of the Cheyenne Indians. It is of eminently railroad origin, has entirely grown up since 1867, and has at this time a population of about 4,000. The Black Hills are visible on the north and Pike's Peak on the south, although distant about 275 miles. This city has many fine brick buildings and shows signs of substantial thrift. It is essentially a mountain city, having an elevation of over 6,000 feet above the sea-level, with a fine, clear, crisp atmosphere, and must prove, with moderate care to sanitary laws, an exceedingly *healthy* place. There is abundance of pine-timber in the Black Hills, and a clay is obtained in the locality from which bricks are made; coal is brought from the western portion of Wyoming, and from along the line of the Kansas Pacific Railroad. There are several **Hotels** in the place, ranging from \$1 to \$4 per day in their charges, viz.: the Railroad House, \$4; the Dyer House, \$3; American House, \$2, and the Eagle House, \$1 per day.

In Wyoming, women have the privilege of voting and holding office, and we are assured by a gentleman resident of the place, that they have no better judges on the judicial bench than some of the women who hold that important office.

## DENVER, COL.

Five thousand feet above the sea-level on a sloping plain which inclines to the south-west, with a number of easily dropping steps, until it finally terminates by a broader plateau, which borders the Platte River on the west, is located this splendid mountain city and metropolis of Colorado. It is 639 miles from Kansas City, Mo., via the Kansas Pacific Railway, and 106 miles south of Cheyenne, Wy., via the Denver Pacific Railway.

This city is beautifully laid out with its streets at right angles, and is irrigated by mountain streams of water being brought down its streets, on the same plan as that of Salt Lake City. Cherry Creek runs through the city also. There are a large number of elegant brick and frame dwellings, extensive warehouses, banks and other business buildings, mostly brick and iron; fine church and school buildings, and, in fact, so complete and elegant is the appearance of the place that it has been said to strongly resemble some of the oldest and finest cities on the Atlantic slope.

It is about 14 miles from the eastern foot of the towering peaks and great chain of the Rocky Mountains, which it faces, and is one of the most beautifully located, and *healthiest* cities in the United States, if not in the world.

Denver was first settled in 1858, and has in about 18 years possessed itself of all the comforts, institutions, amusements, and is filled with the industries of a great city, and has at this time a population of about 20,000. There are several first-class **Hotels** in the city which are classed as follows, viz: the Grand Central Hotel, charging \$4 per day; the American House, charging \$3 per day, and the Planters' Hotel, charging \$2 per day, and several others of like classes.

**The Industries** and commercial enterprises of Denver are intimately allied to the great mining interests of the territory, and the vast agricultural interests which are rapidly developing.

**The Institutions** include about 15 churches, ward and high schools of the best character, the Colorado Seminary, and other good schools, two or three newspaper offices, and many others of much importance. Denver is the principal railroad and staging center in Colorado, and will, no doubt, continue to maintain its position as the great metropolis of that vast mountain and plain region of country.

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## ROCK SPRINGS, WYOMING.

The name we have here would seem to invite the idea of sparkling waters, gushing from beneath overhanging ivy-embowered rocks; green valleys, watered by the dancing spring brook and bordered by shadowy groves. Such is not the case, however. Rock Springs is a coal mining station on the Union Pacific Railroad, 831 miles from Omaha, in the heart of the great mountainous plateau of the Rocky Mountains, 6,280 feet above sea level. It is also in the heart of the great coal deposits of western Wyoming, where only can be seen in all directions, vast mountains, rolling cliff-broken hills, fantastic rocks, and projecting buttes, with occasional scrub pines and a wilderness of sage brush. The writer was strongly impressed with the idea that Rock Springs has no agricultural future, but, the great garners of coal, of a semi-bituminous character, which has been found in some cases in stratas of 80 feet in thickness, is as far as yet known, the only product which may be sought with reasonable expectation of reward in this region. The Bitter Creek Valley, or semi-canyon, affords an opportunity for entering these vast coal deposits in the sides of the bluff, and also a limited level tract upon which to store or coke it, as may be desired.

These mining villages present another phase of temporary "Home Building," at once peculiar and characteristic, although somewhat akin to the sod dwellings of the prairies and plains previously illustrated, and, if possible, reminding one more strongly of the dens and caves of animals.



Our accompanying illustration was sketched from nature, after one of perhaps a hundred or more dwellings, of about the same architectural pretensions, in the village of Rock Springs.



COAL MINER'S HUT.

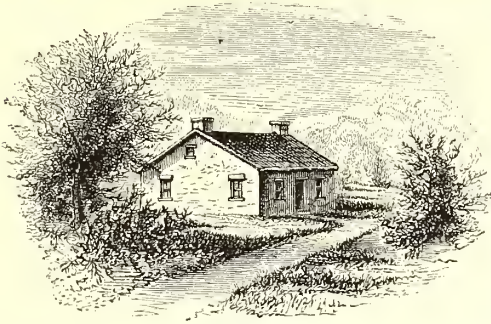
tion of the Union Pacific Railway is but a short distance from the miners' town, and, although it contains but about half a dozen inferior looking buildings, it is the source of supply and the shipping point for a large coal interest. There are a number of coal mining villages of a similar nature to this one in the district, and all the mines are of a very superior nature and magnitude; one of the lodes, being heavily worked, is 60 feet thick, and its dimensions unknown.

## OGDEN, UTAH.

This town is the point of junction between the Union Pacific and Central Pacific Railroads, and is also the point at which the Utah Central Railroad comes in from Salt Lake City. It is 1,032 miles westerly from Omaha, Neb., and 882 miles easterly from San Francisco, Cal., and is situated at the mouth of Ogden Canyon, and between the Ogden and Weber Rivers, on the border of the Great Salt Lake Valley. At this point all the passengers of either road which are destined for points beyond change cars. The **Union Depot Hotel**, which also contains the passenger waiting-rooms, is a well-kept house, charging \$3 50 per day. This place was first settled by the Mormons about 1853. Since the completion of the railroads it has very much improved, and many Gentiles have located here, and it has about 5,000 inhabitants scattered over a considerable tract of the valley, which is bordered on the north by the towering peaks and ridges of the Wabsatch Mountains.

**Salt Lake City** is reached by the Utah Central Railroad, and is 36 miles south of Ogden. It lies in the great valley of and on the eastern side of one of the southern arms of Great Salt Lake. The site upon which the city stands is a gently sloping plain, which extends close up to the foot of the Wabsatch Mountains, and slopes down into the lake about five miles distant. The city hugs up close to the foot of the mountains, is laid out with broad streets at right angles, and down the gutters of those which run from the mountains to the lake course babbling brooks brought in from mountain streams. The gardens of the city and fields of the plain are irrigated by these water-streams, and are all laden with fruit and shade trees, and vegetable gardens. Viewed from Ensign Peak, immediately over the extensive grounds and buildings of Brigham Young, Salt Lake City presents a most interesting, beautiful and impressive appearance, with its mountain and lake surroundings, in the midst of a vast wilderness. There are many fine business blocks and eastern-looking dwellings being erected in the city, which now contains about 25,000 inhabitants, and of

which fully two-thirds are Mormons. Of the better class of Mormon dwellings which appear to have been erected from five to ten years, and are found in considerable numbers in this city, and in all the better class of Little Villages throughout the valley, are represented by the accom-

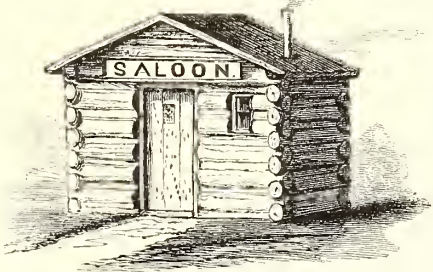


A MORMON COTTAGE.

The **Hotels** of importance in this city are the Walker House (Gentile), \$4 per day; the Townsend House (Mormon), \$4 per day, and the Salt Lake and Valley Houses, \$2 per day each. Salt Lake City is between 4,000 and 5,000 feet above the sea-level, and is considered an exceedingly *healthy* place.

**Industries.** The country in the neighborhood of this city, or anywhere in this valley, or any of the valleys north or south of it, which can be irrigated, are of an exceedingly fertile character, and although great labor has been expended upon some of them, and remains to be expended on others, they richly pay when once subdued. The mineral wealth of the country is but partially known, although sufficient development has been made to reveal a great variety of, and almost boundless stores of treasure. The southern portion of the country and mountain valleys, are covered with ample forests of a large variety of useful woods. Marble and other useful stone are being quarried, and the commercial importance of this city is rapidly developing into magnificent proportions. The manufacturing interest of this city, and satellites, is as yet of a limited character. There is, however, Cotton, Flouring, Lumbering, Planing, and other Mills in successful operation; also Foundries, Machine Shop, and other establishments Manufacturing Wagons, Agricultural Implements and many other useful articles, and no doubt in a few years, mechanical industry will have greatly increased.

The **Institutions** of Salt Lake City, and other towns of Utah, are principally under Mormon control. There are, notwithstanding, churches and schools in this city in a flourishing condition under the control of other sects. There are banks, insurance offices, Gentile and Mormon newspaper offices, and many other necessary companions of modern civilization, established and flourishing here, and in the valley.



This illustration is after a sketch from nature, by the author and represents a class of human wrecking institutions, which appears to spring up like the Canada thistle, where it can do most damage, and when it makes its appearance it stings, chokes, and hinders the progress of civilizing enterprise to an extent which is simply appalling. The picture speaks for itself, and lacks nothing but the deluded, bloated, swaggering crew, which at nearly all hours of the day and night, lean upon its front logs and lounge about its door. It is a familiar sight to those who have visited the towns along the Central Pacific Railroad in Utah and Nevada, although it does not generally stand alone, as here shown, but is likely to be accompanied by a half

dozen, and sometimes a dozen of the same breed within a hundred yards. It is the sure sign of degradation, decay and death; and tens of thousands of its unwary patrons have lost their footing

upon its threshold, and plunged headlong into bottomless woe. It is one of the educators, which the people of the United States allows to be turned out in droves, to instruct the Indians of the plains and deserts of the great central west, of the elevating and refining power of a white man's civilization. We noticed but one other kind of building in the shadow of which this seemed to wither and disappear, and that was the little white church, the steeple of which, pointing up to a just God, seems to awe it from the circle of its influence. We would not feel safe in advising any man to locate his home within less than five miles of one of the creatures illustrated above, and even then it would be a hazardous risk.

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## TRUCKEE.

This town is located upon a plateau of the Sierra Nevada Mountains in Nevada County, Cal., 1,657 miles westerly from Omaha, Neb., and 257 miles easterly from San Francisco, Cal., on the line of the Central Pacific Railroad. It is near the average summit of the Sierras, and is 5,866 feet above the level of the sea. It was projected in 1867 and 1868, at the time of the building of the railroad; is a mountain town, where if reasonable care is taken and sanitary laws observed, the best of physical health will result. The present, tolerably permanent, population of the town is about 2,500. The **Truekee Hotel** and Cardwell House are the principal hotels in the place, and charge \$2 50 per day each.

**Industries.** The great swells, ridges, peaks, pleasant valleys, and occasional terraced plateaus of the Sierras, which rise higher and higher toward the summit, are covered with a heavy growth of the mammoth pines, peculiar to this range of mountains and portions of the Pacific Slope; and the largest interests of Truckee are connected with the cutting and manufacturing of these towering trees—which range from one to ten feet in diameter—into all forms of lumber and timber for building and other purposes. Ice-making and marketing is another of the industries of this locality, the production amounting to about 10,000 tons per year. Truckee, being at the junction of two Divisions of the Central Pacific Railroad, gives it considerable importance as a railroad center, and beside the above, it is a center of trade and supply for a large expanse of surrounding mountain country.

The **Institutions** of the place are one Methodist, one Episcopal, and one Catholic Church, a good public school with primary and grammar departments, and a newspaper office which issues the "Truckee Republican."

Mr. C. F. McGlashan, attorney-at-law, Truckee, Cal., will answer any inquiries with reference to investment or general business matters, in connection with this locality. Lots are worth from \$200 to \$1,500 per city lot, the drainage of all being good. Timber lands are abundant in all directions, and good farms in the Sierra Valley, 20 miles north of this point.

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## COLFAX.

On the western slope of the Sierras, 54 miles east of Sacramento, and 1,722 miles from Omaha, westerly, on the line of the Central Pacific Railroad, at the point of departure for Grass Valley and Nevada, stands this pleasantly located town. It is 2,400 feet up the mountain slope, in Placer County, Cal., enjoys superior advantages for drainage, a delightfully salubrious climate, and is **exceedingly healthy**. It was projected in 1865, and has at this time about 1,200 inhabitants and two



**very fair Hotels**—the Central and Exchange Hotels, the former charging \$1 50, and the latter \$2 per day.

**Industries.** Placer-mining and fruit-growing are the two great money-making pursuits of the people of this place and its surrounding plateaus and valleys, which are exceedingly fertile, yielding great returns of grapes, pears, and many other fruits, to the industrious cultivator, and many of which “pan out” a good day’s wages in gold-dust to the toiling miner who cares to engage in the business. There is a growing commercial interest at this place, also, and it is a railroad center of some importance.

**Institutions.** These are principally comprehended in one Union and one Catholic Church, a good free public school, Mason and Odd Fellows Lodges. At the writing of this article there is no newspaper, or printing office of any kind, in Colfax, but now is the time to establish one.

**Sundries.** Lots are worth from \$1 to \$20 per front foot. Mr. G. B. McCullough, lumber dealer and builder, Colfax, Cal., will cheerfully respond to any inquiry concerning any matters of importance in connection with this locality.

## SACRAMENTO.

This important city, and capital of the State of California, is situated on a great, fertile plain, on the southern side of the Sacramento River, just below the confluence of the American River, in Sacramento County, Cal. It is the western terminus of the Central Pacific Railroad; is 1,775 miles from Omaha, Neb., westerly, via the C. P. R. R., and 140 miles from San Francisco Cal., easterly, by way of the Western Pacific Railway, and is also the terminus of the California Pacific, Sacramento Valley, and California and Oregon Railroads. The broad, low, comparatively level valley of Sacramento is about twelve miles wide at this point, from east to west, when it begins gradually to slope up and break into rolling hills and beautiful plateaus, both east toward the Sierras, and west toward the coast range of mountains. The ridges and hillocks gradually succeed each other with valleys and plains between them, and each succeeding roll is higher than the last, until they depart from the mere foot-hills and break into semi-mountains, and finally into the grand, lofty peaks of these different ranges, which are separated by about 100 miles of the most remarkably diversified, fertile, and beautiful country in the world. This grand valley extends from Sacramento northward about 200 miles toward the source of the Sacramento River, and about 250 miles southerly from whence comes the waters of the San Joaquin River, and until the two great ranges of mountains, by the aid of projecting spurs, finally, almost close together, and shut in this wonderful country. Sacramento, by her natural central position, her present and projected railroads and her water communication with the Pacific, is the undisputed commercial center and metropolis of this vast country of untold agricultural and mineral wealth.

This city and port of entry did not assume any considerable importance until after the flood-gates of gold-hunting were swept open in 1848-49, when its importance as a point of shipment, via the Sacramento River, for the vast quantities of supplies sent in for the thousands of miners which swarmed in all parts of this great valley, and covered every mountain side. Since that time it has twice been inundated by the floods of the Sacramento River and almost ruined, but notwithstanding the floods, it has prospered greatly, and has now a population of over 25,000 inhabitants. Since the last flood of 1861-62, the citizens determined to raise their entire city—which required it—ten feet above the former level, and a large portion of the work is already accomplished. The principal **Hotels** of Sacramento are the Arcade and Grand Hotel, \$3 per day each,

**The Industries** of this capital city, are principally of a commercial character, which finds its customers among the mines and ranchmen of the valley and mountain slopes, and continues to grow in importance as the country fills up with permanent settlers. There are, also, a large number of

extensive mechanical operations being carried on successfully, prominent among which are the works connected with the different railroads, and other machine shops; Cotton, Flour and other manufacturing is also prospering in the place.

The locality is tolerably *healthy*, and it contains a large number of important **Institutions**, among which are churches, schools, seminaries, banks, the State and County Institutions, newspaper offices, and many other organizations of various characters.

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## STOCKTON.

This is another splendid commercial center and elegant city, located in the same great valley noted in connection with Sacramento. This, and a large portion of it southward, being named after the San Joaquin River, which courses through it from south to north, and enters Susan Bay just south of the Sacramento River. This point is 48 miles south-by-south-east of Sacramento, by way of the Western Pacific Railroad, and over 90 miles from San Francisco, east, by the same route. It has also railroad communication up the San Joaquin Valley, nearly 200 miles, and easterly to Milton, Iona, and other important places. It is on a navigable arm of the San Joaquin River, and has, beside, a ship-canal through the low lands to the river. Stockton was projected in 1848, since which time its growth has been steady but gradual, and it has, at this time, a population of over 12,000. According to the statistics of health and temperature, this locality enjoys a most delightful climate, and is exceedingly *healthy*. The principal **Hotels** are the Yosemite House, which charges from \$2 50 to \$3 per day; the Mansion House making about the same charges, and the Central House charging from \$1 50 to \$2 50 per day.

**The Industries** of Stockton are most largely connected with commercial enterprises, although there are large Flour, Woolen and Planing Mills, Foundries, Tanneries, and manufacturers of Agricultural Implements, Wind Mills, &c. Water is supplied to the city of an extra quality by a great number of wind-mills which pump it from artesian wells. These wind-mills are a prominent feature of this city, and, indeed, the entire scope of the Sacramento and San Joaquin Valleys; they are indispensable aids to irrigation, which is also indispensable for the success of vegetable or fruit-gardens in these valleys and throughout California, where streams cannot be utilized. By irrigation these deep black valley lands are made extremely fertile, and a succession of crops are kept up the year round, wheat and grass lands not requiring it.

**The Institutions** of Stockton are in a prosperous condition; there are twelve churches, nine public schools, good private schools, a business college, and several benevolent societies. The newspapers of the place, at present, are the "Stockton Independent," "Daily Evening Herald," and a German paper.

We recommend any of our readers who care to look up this subject in a careful manner with a view to properly informing themselves of the resources of the wonderful Valley of the San Joaquin, and the facts in detail with reference to this splendid city, to apply to Mr. Alonzo Rodes, real estate and general business agent, 237 Main Street, Stockton, Cal., for a pamphlet entitled "The City of Stockton," which also includes a sketch of the "Great San Joaquin Basin." Mr. Rodes is one of the oldest settlers of the place, and is a well-informed, reliable gentleman, and can give valuable assistance to any seeking the locality for the purpose of "Home Building."



## SAN JOSE.

The Santa Clara Valley is almost semi-tropical, seldom ever experiencing the slightest frosts, and is one of the most remarkable for loveliness and fertility, and this city is near its geographical center. It is 50 miles from San Francisco, via the Southern Pacific Railroad, and about 8 miles from the southern end of the bay of San Francisco, on the Coyote Creek. San Jose is one of the old towns of this State, having been settled in 1777 by Spaniards; is the capital of Santa Clara County, Cal., is a very elegantly built and prosperous place and has a population, at this time, of over 15,000, among whom are some of the most wealthy men in the State. The climate of this valley is very even and salubrious, San Jose enjoying remarkable *healthfulness*, and is a resort for many invalids on that account. Among the **Hotels** of the place are the Auzueras House, which charges \$3 per day; the New York Exchange, charging \$2 50 per day; the Continental Hotel, charging \$2 per day; the Franklin and Farmers' Houses charging \$1 per day each.

The country around this center is one of the finest agricultural districts in the world, and the **Industries** of this city reap benefit from that source. There are, likewise, Woolen Mills, using a capital of \$350,000, one Fruit Drying and one Fruit Canning Factory, three Flouring Mills, two Tanneries, one Planing Mill, Sash and Door Factory, and a number of smaller industries.

Among the **Institutions** which are already in successful operation, and those projected for this place and its neighborhood, are some of the most important in the State. Among them are one Presbyterian, one Congregational, one Cumberland Presbyterian, one Baptist, one Quaker, one Episcopal, three Methodist, and two Catholic churches; four large public, graded schools, one academy, and one very large convent school. The Lick Observatory has been located on Mount Hamilton, one of the peaks on the coast range, 22 miles east of this city, to which point a turnpike road is now nearly completed, which will cost over \$70,000. Mr. James Lick, a famous millionaire, who resided in this city set apart from his vast fortune \$700,000, previous to his death, for the purpose of building and equipping this great scientific institution. The State Normal School, the building of which cost \$250,000, is located on one of the public squares of this city, and has an average attendance of 300 scholars. The Methodist University is located mid-way between San Jose and Santa Clara, which is four miles distant. There are several banks, insurance offices, the county and city institutions and charities, and there are seven newspapers published in the place, as follows, viz.: "San Jose Mercury," daily and weekly; "San Jose Patriot," daily and weekly; "San Jose Argus," daily and weekly; "Weekly Balance Sheet," and the "Agriculturist," a sprightly sheet devoted to the subject of agriculture.

**Sundries and Real Estate.** There are many splendid villas, pleasant cottages, handsome blocks, fine hotels, and elegant business and public buildings in this city which speak of wealth and enterprise and the Court House is a fine specimen of architectural skill, which was erected at a cost of \$200,000. Neat houses of five rooms can be rented for from \$10 to \$12 per month; those of eight rooms for from \$10 to \$15 per month. Lots for business purposes range from \$20 to \$500 per front foot, and those for residences range at from \$3 to \$50 per front foot; average depth, 137½ feet. San Jose is in the midst of this beautiful valley, which is 18 miles wide, the more level part of it about 25 miles long, all of it being under cultivation. The main chain of the coast range of mountains bounds it on the east, and a great spur, or ocean range, runs down the immediate coast—terminating at San Francisco—and shuts it off from the strong cold winds of the Pacific Ocean on the west. On the south it gradually closes by this spur, drawing in against the main range, and on the north it is bounded by the bay of San Francisco. The Santa Rosa Valley is one of exquisite loveliness and surpassing fertility, and it is principally devoted to raising wheat, pears and small fruit. The yield of the vineyards frequently exceeding 40 tons to the acre. Farming lands range in value from \$25 to \$125 per acre, according to the improvements and location, and on an average can be bought at \$50 to \$60 per acre. Farm hands are getting from \$20 to \$30 per month, and servant girls are obtaining the same wages. Mr. James A. Clayton, real estate agent, auctioneer, and notary public, office,

200 Santa Clara Street, San Jose, Cal., has been a resident of this locality for over 25 years, is a gentleman of prompt business habits and can give invaluable advice or assistance to any who may think of locating in this place or vicinity, or acquainting themselves with the many desirable features of the locality for the purpose of "Home Building." Mr. Clayton buys and sells real estate on commission, collects rents, negotiates loans, and does a general agency business.

Among the many desirable features of this valley, for the "Home Builder" to contemplate, are that it is within easy reach by railroad from San Francisco in less than two hours time. The climate is a happy mean between the cold winds of the immediate coast and the severe heat of the broad interior valley of the San Joaquin. The country is tolerably well settled, and the city is filled with fine institutions of learning, good churches, and it is a prosperous, quiet, go-ahead business center.

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## SANTA ROSA.

The capital of Sanoma County, Cal., and one of the most desirable—if not the most—for a Northern man to locate a "Home" of any found in this wonderful State. It is about 60 miles north from San Francisco by steamers across the Bays of San Francisco and San Pablo to Donahue, and from thence by the Northern Pacific Railroad, is in the Santa Rosa Valley, on Mantanzas Creek, about eight miles from the Russian River. Santa Rosa Valley is not surpassed by any other we know of in California for fertility of soil, *healthfulness* of climate, and beauty of surroundings. It is free from malarious diseases, is considerably higher above the sea-level than San Jose, is over a hundred miles further north, and has a more crisp atmosphere, with light frosts occasionally through the Winter season.

This city was projected in 1854 by Julio Carrillo, a native Californian, and the original grantee of the tract of land on which it is located. It has received most of its growth on account of the great agricultural interests of this valley, and the valleys tributary to it, and has, at present, a population of over 6,000. The **Grand Hotel**, the **Ralston House**, and the **Continental Hotel** are all good public houses, and charge \$2 per day each.

The **Principal Industries** of this city, aside from its commercial enterprises, are manufacturing Brick, Wagons, Buggies, Harness, Leather, Agricultural Implements, Boots and Shoes, and Soap.

Among the **Institutions** are nine churches, all of which are said to be well attended and supported, excellent public free schools, a college, under the direction of the Methodists, and other schools, the county institutions, a bank, and two newspaper offices.

**Sundries.** This city is supplied with good, pure water by an incorporated company, styled the "Santa Rosa Water Works;" is naturally well-drained, and is being improved in that direction. The farms of the locality are very productive, and can be had for an average of \$50 per acre. The cost of living is very low in the place, all the necessities for food being produced here in profuse abundance.

Mr. D. D. Davisson, real estate agent, notary public, and general business agent, Santa Rosa, Cal., will promptly respond to any inquiries after information on any special subject connected with "Home Building" in this locality.

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## OROVILLE.

This county seat of Butler County, Cal., is located on Feather River, at the base of the foothills of the Sierras, and on the eastern side of the Sacramento Valley. It is about 80 miles from

priests, who intermarried with the natives and settled here permanently, and to whom grants of land were made by the Mexican Government. The population of the place, until within the past three or four years, was largely composed of this mixed race. Four years ago its population was 1,200, the larger portion of whom were of the mixed race, Mexicans and Spaniards. The present population is over 6,500, less than one-sixth being of the mixed classes, and over 5,500 Americans, which are rapidly increasing in numbers.

The climate of this part of the State is exceedingly salubrious, equable, and temperate, and the place is remarkably *healthy*. The growing popularity of Santa Barbara as a resort for tourists, persons of means seeking a fine, even, clear atmosphere, and for those who are afflicted with pulmonary derangements is fastening—by virtue of an effort to supply the demand—the title of the city of **Hotels** upon the place. The Arlington, which has been recently built, will accommodate over 200 guests and is finely furnished, charges \$2 to \$3 per day; the Lincoln House, Moire's House, Occidental and Park Hotels are also good houses, and charge \$2 per day.

About one-third of the area of Santa Barbara is arable and fit for the plow, while a very large majority of the remaining portion is fertile and affords a grand pasturage for sheep, cattle and other animals, while the tillable lands are, most of them, and especially the lower valleys, exceedingly fertile. The season of water-fall, beginning with October and ending with June, combined with such irrigation as it plentifully affords—by the Santa Inez River, and its tributaries, which runs the entire length of the county—enables the prosecution of agricultural and horticultural operation to go forward with one round of unbroken years; the thermometer never falling below 40 nor rising above 84, as has been tested by careful observations throughout entire years made by Dr. L. N. Dimmick.

The above facts of nature have begun to tell upon the destiny of Santa Barbara, city and county, and agriculture with fruit raising is fast becoming their staple **Industry**. Here the orange, lemon, lime, fig, almond, citron, olive, walnut and pomegranate, grow side by side with the apple, peach, pear, plum, apricot, quince, nectarine and grape, fruit and bear in great abundance. In the mountain ranges, from 15 to 50 miles from this city, large flocks of sheep and herds of cattle and horses are grazing, which afford large revenues to the owners from the sale of wool and increase. Fish in considerable quantities are caught in the ocean, and around the adjoining islands, which supply the people of this place, and large quantities are packed for distant markets. Placer gold is found in most of the county, in sufficient quantity to pay for washing it, where water is conveniently procurable.

Among the **Institutions**, which are rapidly developing in this city, are Methodist, Baptist, Episcopal, and Roman Catholic churches; three large well-appointed and graded free schools; the Santa-Barbara College, Francisco College, St. Vincent School or Sisters of Charity; several beneficial societies, three banks, two newspaper offices issuing daily and weekly editions, and the county institutions.

**Sundries and Real Estate.** The harbor of Santa Barbara is an open roadstead, and affords but little protection to shipping. The city contains about 2,000 acres, divided into blocks of 5 acres each, which are square and have streets on all sides; in some instances these blocks have been subdivided—in the business part of the town—into lots 50 by 100 feet each, and a distance from the center to 112 by 225 feet each; prices vary from \$15 per front foot to \$125. The high plain upon which this city stands is from one to three miles broad, backed upon the north by the Santa Inez Mountains, which run from east to west, and are about 3,000 feet high. Farming lands command from \$40 to \$150 per acre, according to distance from the city, value of improvements, &c., and produce, wheat, barley, oats, corn, flax, potatoes—sweet and Irish—peas, beans, turnips, onions, beets, cabbages, pumpkins, grasses, and nearly all the vegetables raised in Northern or Middle States. Brick stone, lime, sand and adobes, are the principal native building materials. The things which are lacking, and for which the most need is felt, are manufacturing concerns, to take the abundance of products and manufacture them into useful articles, such as Woollen Mills, Sugar Mills, Tanneries, Boot and Shoe Factories, and others, and railroad communication with the rest of the world. More dwelling-houses are in demand and would command remunerative rents.



business nature. Watsonville should not be passed lightly by or overlooked by any seeking a locality in California for the purpose of making it a Home.

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## SAN LUIS OBISPO.

This finely located old town is the capital of San Luis, Obispo County, Cal., is 180 miles south by south-west of San Francisco, by daily stage line and tri-weekly steamers. It was founded in 1772 by the "Missionary Fathers" from Spain, is located about nine miles from the Pacific Coast in a high valley, with surrounding hills which shield it from the more severe winds of the ocean; possesses a climate which has an average temperature of 65 degrees Fahr., and which never gets below 40 or above 80, as a rule. This town has a population, at present, of about 3,000, having added the largest part of its numbers within the past few years, and is now rapidly growing. The county contains about 8,000 inhabitants. There are several **Hotels** in the town, among them the Cosmopolitan, Central and Eagle Hotels.

The great **Industries** of this *very healthy* locality are of a pastoral nature, the county containing at this time over 500,000 sheep, 50,000 head of cattle, 20,000 head of hogs, and 5,000 head of horses and mules, and is rapidly increasing its flocks. The county contains an area of 5,500 square miles, one-third of which is suitable for the plow. There are in this locality many valuable quicksilver mines, which have recently been discovered, and some of which are now being worked to a large profit. Placer gold has also been discovered in quantities which justifies working during the rainy season, when there is plenty of water in all the streams.

The **Institutions** are two Methodist, one Presbyterian, one Episcopal and one Catholic church; one Mason, one Odd Fellows and one Good Templars Lodge; two fine public schools, one female seminary, the county institutions, and two newspapers.

**Sundries.** This is one of the points to which persons troubled with pulmonary diseases may look with much hope of benefit and often permanent cure, provided they do not delay their coming until they are so prostrated with disease as not to have sufficient foundation to build upon, which is often the case. So soon as it is discovered that such taints are at all seriously impairing the energy of the system, the afflicted should at once arrange to change their home to such a locality as this, while there is probability of benefit, life and energy sufficient enough to rally, with the aid of a salubrious climate, and build up a new physical man upon the *foundation* of the old one, as the ashes or wreck of the old will never sustain a new, no matter what the climate.

Mr. H. B. Blake, real estate and mining agent, San Luis, Obispo, Cal., will cheerfully respond to all inquiries regarding this locality, or any matters of business in his line; he has been in the locality about 27 years and is thoroughly acquainted with its resources. There are few places in southern California having a more promising future than San Luis, Obispo.

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## SANTA BARBARA.

This seaport city is the capital of Santa Barbara County, in the south-west part of California. It is about 300 miles from San Francisco, southerly, and is reached by a tri-weekly line of steamers and a daily line of stages from San Francisco. This locality was first settled by the missionary priests, who came here from Spain about 1775, and, employing the native Indians, erected extensive and substantial mission buildings, constructed reservoirs, erected mills, and set out large vineyards and orchards of many tropical and semi-tropical fruits. Numbers of soldiers came with these

priests, who intermarried with the natives and settled here permanently, and to whom grants of land were made by the Mexican Government. The population of the place, until within the past three or four years, was largely composed of this mixed race. Four years ago its population was 1,200, the larger portion of whom were of the mixed race, Mexicans and Spaniards. The present population is over 6,500, less than one-sixth being of the mixed classes, and over 5,500 Americans, which are rapidly increasing in numbers.

The climate of this part of the State is exceedingly salubrious, equable and temperate, and the place is remarkably *healthy*. The growing popularity of Santa Barbara as a resort for tourists, persons of means seeking a fine, even, clear atmosphere, and for those who are afflicted with pulmonary derangements is fastening—by virtue of an effort to supply the demand—the title of the city of **Hotels** upon the place. The Arlington, which has been recently built, will accommodate over 200 guests, and is finely furnished, charges \$2 to \$3 per day; the Lincoln House, Moire's House, Occidental and Park Hotels are also good houses, and charge \$2 per day.

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The above facts of nature have begun to tell upon the destiny of Santa Barbara city and county, and agriculture with fruit raising is fast becoming their staple **Industry**. Here the orange, lemon, lime, fig, almond, citron, olive, walnut and pomegranate, grow side by side with the apple, peach, pear, plum, apricot, quince, nectarine and grape, fruit and bear in great abundance. In the mountain ranges, from 15 to 50 miles from this city, large flocks of sheep and herds of cattle and horses are grazing, which affords large revenues to the owners from the sale of wool, and still increase. Fish in considerable quantities are caught in the ocean, and around the adjoining islands, which supply the people of this place, and large quantities are packed for distant markets. Placer gold is found in most of the county, in sufficient quantity to pay for washing it, where water is conveniently procurable.

Among the **Institutions**, which are rapidly developing in this city, are Methodist, Baptist, Episcopal, and Roman Catholic churches; three large well-appointed and graded free schools; the Santa-Barbara College, Francisco College, St. Vincent School or Sisters of Charity; several beneficial societies, three banks, two newspaper offices issuing daily and weekly editions, and the county institutions.

**Sundries and Real Estate.** The harbor of Santa-Barbara is an open roadstead, and affords but little protection to shipping. The city contains about 2,000 acres, divided into blocks of 5 acres each, which are square and have streets on all sides; in some instances these blocks have been subdivided—in some business parts of the town—into lots 50 by 100 feet each, and a distance from the center to 112 by 225 feet each; prices vary from \$15 per front foot to \$125. The high plain upon which this city stands is from one to three miles broad, backed upon the north by the Santa Inez Mountains, which run from east to west, and are about 3,000 feet high. Farming lands command from \$40 to \$150 per acre, according to distance from the city, value of improvements, &c., and produce, wheat, barley, oats, corn, flax, potatoes—sweet and Irish—peas, beans, turnips, onions, beets, cabbage, pumpkins, grasses, and nearly all the vegetables raised in the Northern or Middle States. Brick, stone, lime, sand and adobes, are the principal native building materials. The things which are lacking, and for which the most need is felt, are manufacturing concerns, to take the great abundance of products and manufacture them into useful articles, such as Woolen Mills, Sugar Mills, Tanneries, Boot, Shoe and other factories, and railroad communication with the rest of the world. More dwelling-houses are in demand and would command remunerative rents.



Mr. N. W. Winton, real estate and insurance agent, notary public and conveyancer, Santa Barbara, Cal., is well informed with reference to all points desirable to know in connection with this city and county, and will cheerfully respond to inquiries, or give most valuable aid to the Home seeker at this point.

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## SAN FRANCISCO,

The metropolis of California and of the great Pacific Slope of North America, stands on the east side of a peninsula which divides the southern and greater portion of the Bay of San Francisco from the Pacific Ocean. Around the northern end of the peninsula and west of the city is the Golden Gate, which opens this magnificent Bay and harbor to the Pacific Ocean. The Gate is about three miles wide and five miles long, with occasional bold, projecting, rocky spurs on its northern side, which shoot out from the rugged heights of Mount Tamalpais, narrowing the Gate to a considerable extent, and plunging their precipitous walls down into the deep, dark waters; while on the southern side, the bold sand hills with their dark, rocky base, and the high, projecting ridge of Fort Point, forms a more regular shore to this channel, through which the waters of the Bay have rolled out upon the bosom of the restless ocean and returned, with painful precision, day by day, and night by night, since the age of its formation began, ever washing the golden sands of the rivers of California through this rock-bound pass, to bury them forever beneath the ocean's bed.

The original site of San Francisco was a comparatively narrow, level plain, of deep shifting sands on the east side of the point, backed up on the western side with a succession of bold sand and rock hills, with plains and valleys between, and growing more bold as they receded southward, until they finally rise in a majestic fertile mountain about five miles from the foot of Market Street. The plain around the north-eastern and eastern side of the point, upon which the city now stands, has been extended to a considerable distance into the waters, forming a long curve from Fort Point around to Mission Creek, a large portion of which is completed, and the general line of this curve broken into piers and docks, which are constantly filled to a greater or less extent with shipping, which represents the commerce of the whole world. The western half of the city has climbed over the hills and ridges, in some places cutting them down over 50 feet, and yet leaving such elevations as compel the planking of the streets and sidewalks, with many long and short flights of steps for the latter, and so severe a grade for the former as to make it almost impossible for a horse and wagon to traverse them, but giving the city a most remarkable and picturesque appearance, especially when viewed from the Bay by lamplight.

This great city was projected about 1835, and was named *Zerba Buena*, which was changed in 1847 to its present name. At the beginning of the great California gold-fever of 1848-9, the population of the town was about 1,000, and was principally grouped in a valley along the shore, west of Telegraph Hill. The cry of Gold! went around the earth as fast as ships could sail, and soon men and women from all parts of the world—not excepting the almond-eyed Mongolian—were eagerly pressing their way, with eyes set like fire, toward the fields of gold; and, in 1850, San Francisco had a population of over 25,000, and a commerce growing with the same astonishing rapidity. From this time, for several years, it experienced a period of shameless profligacy, base depravity, and wanton, brutal ruffianism, unparalleled in the annals of modern civilization, which was only checked by the strong arm and heavy hand of the "Vigilance Committee"—a semi-secret organization, composed of the best men of the State, throughout which its protection was needed—and which, after law and order were firmly established, as quietly dispersed as did they summarily blaze upon the field of action at the time of need.

Since 1850, San Francisco has rapidly gone forward in all matters which go to make up a great commercial and industrial metropolis, until her population now numbers over 200,000, and her

commercial arms stretch to Europe on the East, and over the Orient to the West. The Bay of San Francisco is a harbor which presents to the storm beaten mariner of the Pacific Ocean most ample waters, secure anchorage, and sheltering mountains, under the lee of which they may rest and repose. It is about 55 miles long—including the Bay of San Pablo, into which the Sacramento and San Joaquin Rivers flow—and ranges from three to fifteen miles in width, laying from north-west to south-east, with San Francisco and the Golden Gate, just above the center of its western side. The vast chain of railroads which now locks this remarkable city with all the great cities of the United States, and with New York—the “Metropolis of America”—was perfected at the completion of the Central, Union and Western Pacific Railroads, and San Francisco is now assuming a more important position in the great commercial girdle of the earth than it had ever before appeared to possess.

It is rapidly building up over plains and hills, and, although a large proportion of its residences are of wood, which presents a peculiar chopped appearance, with their endless projecting bays extended to the roofs, the streets of the best business portion of the city are being lined with splendid substantial stone, brick, and iron buildings for banking, insurance, various commercial, literary, and many other purposes, while the extent and grandeur of its **Hotels** are almost unsurpassed.

Railroads are being rapidly extended into all parts of the State, and the great amount of manufacture which is now going on and under contemplation gives employment to a large number of industrious citizens, and is laying a foundation for future stability most desirable to cultivate.

The Institutions of this metropolis are such as spring up in all our energetic, go-ahead American cities, and are being purified and improved with commendable zeal.

The climate of San Francisco is less desirable than any of the prominent cities of California on account of the cold winds which sweep up from the ocean through the Golden Gate, carrying sand into the streets from the sand-hills on the west of the city, and sending chills through the carelessly clad, even in the days of July and August. Rents are very high, and good accommodations to rent difficult to obtain; nearly all necessities for food are much lower, in many cases one half less, than in New York, although articles for clothing are about the same rates. Servants wages are \$15 to \$20 per month, and many families are employing Chinamen instead of girls, which helps to supply the demand.

The Future Prospects of this city are, beyond all doubt, of an exceedingly flattering character. If the people shall regard the lessons of warning they have seen presented in their own history, short as it may be, and in the history of other great centers; look to the more substantial character of their buildings, in order that they shall not be suddenly swept out of existence by the besom of a devastating conflagration, or crumbled by the throes of an earthquake, at a time when they think not; see to it that their institutions, society, and government are purified, cherished, improved, and encouraged, and the sanitary interests of the city attended to in a manner commensurate to its great needs, the close of the Nineteenth Century will witness at San Francisco a spectacle of a most magnificent nature.

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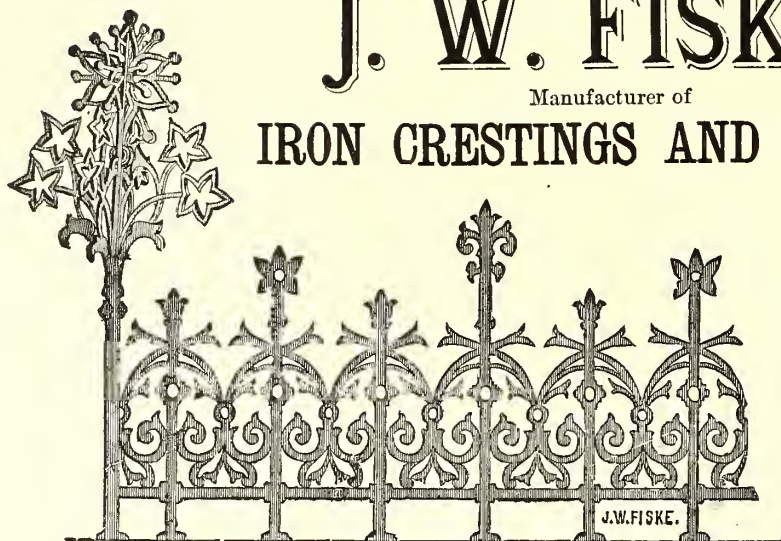
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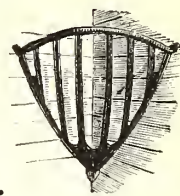


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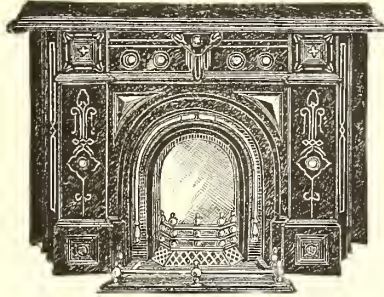


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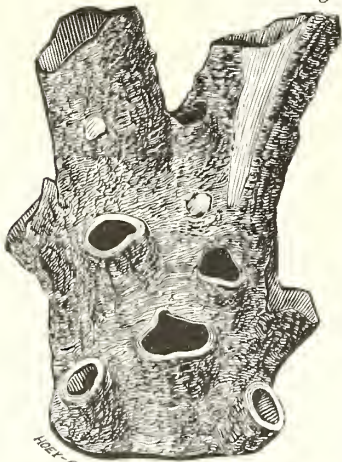
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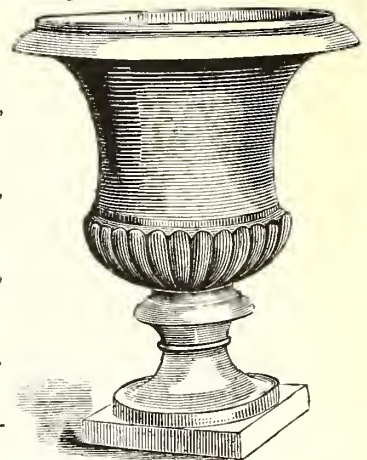
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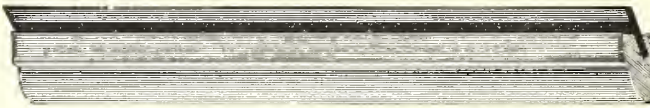
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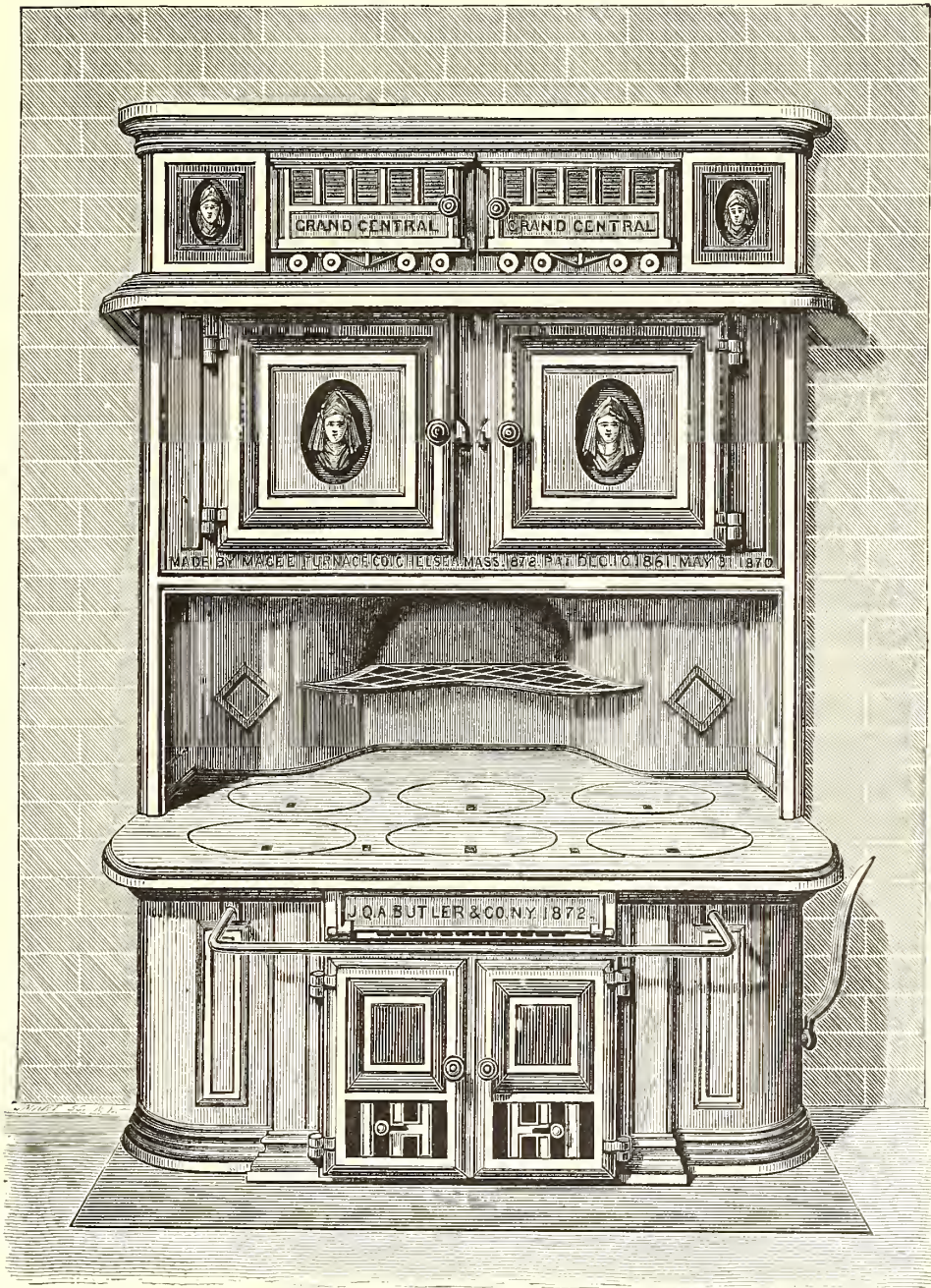
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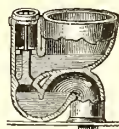
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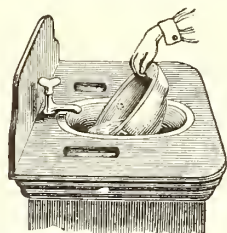
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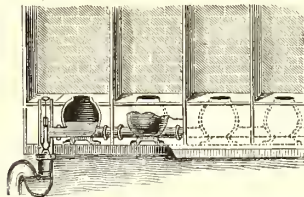
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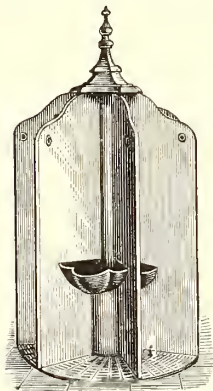
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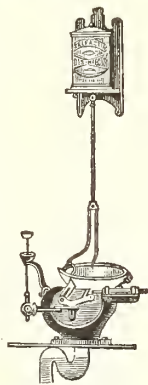
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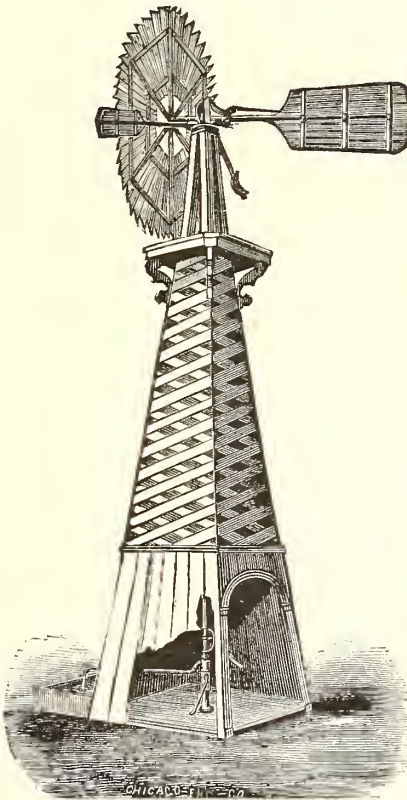
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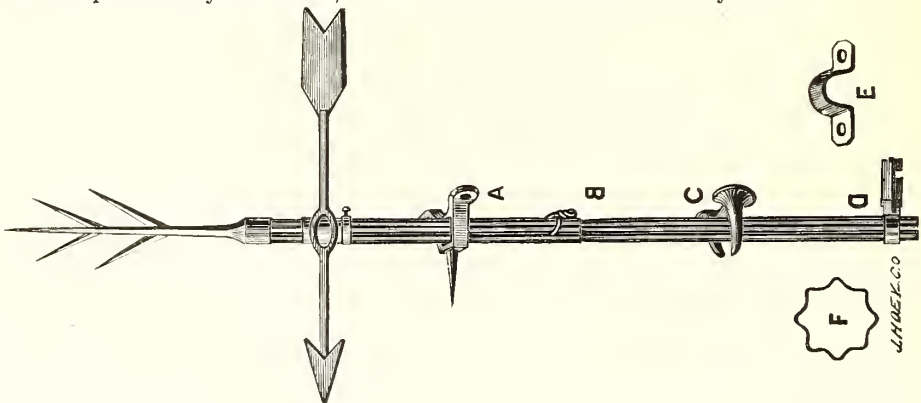
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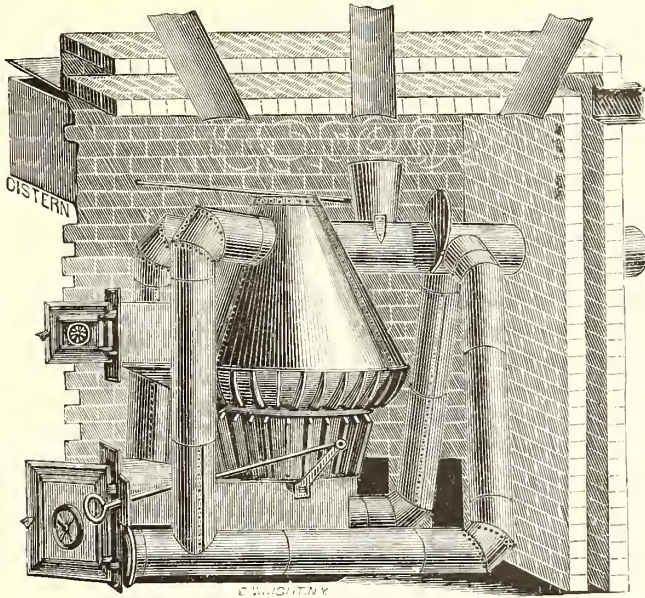
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| No. 2,  | Capable of warming a house | 20x65 feet, | 4 stories, | \$175. |
| No. 3,  | Capable of warming a house | 20x60 feet, | 4 stories, | \$150. |
| No. 4,  | Capable of warming a house | 20x50 feet, | 4 stories, | \$125. |
| No. 1,  | Portable,                  | 20x50 feet, | 4 stories, | \$135. |
| No. 2,  | “                          | 18x40 feet, | 4 stories, | \$110. |

**THESE FURNACES**

Have a radiating surface more than double the ordinary amount.

The heating surfaces are of strong wrought iron, and having been made by rolling, are of regular thickness throughout. Wrought iron retains its power to conduct heat much better than cast iron and cannot fracture.

Experience has proved that wrought iron surfaces afford a more pleasant and wholesome heat, resembling in its mild character that given off by the well-known porcelain stoves used in the northern part of Europe. The evaporator is placed at the hottest part of the Furnace to insure a free evaporation, and is inside the circle of pipes where the heated air may pass by it, and the vapor be communicated equally to all the air passing through the Furnace.

Being made of wrought iron, all the joints are rendered perfectly tight without the use of packing or cement, and remain so after years of use.

The Furnaces are furnished with every convenience for easy management.

# Harrison Bros. & Co.,

OFFICES :

**105 SOUTH FRONT STREET, Philadelphia,**

**115 FULTON STREET, New York (FORMERLY 179 WATER ST.)**

Corroders and Oxidizers of Lead

AND MANUFACTURERS OF

“TOWN AND COUNTRY”

# READY MIXED PAINTS,

REQUIRING NO THINNING FOR USE.

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**Sold by the Gallon,**

And packed for shipment, in 1-8, 1-4, 1-2, 1, 2, 3, 5, 10, 20 and 40 gallon packages.

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These paints are designed only to save painters the trouble of mixing their White Lead with color. The manufacturers using STEAM against HAND power, and having the choice of better and purer pigments for tinting the white paint used as a basis, are enabled to supply these goods at much less cost to the consumer, than if he bought each material separately and made his own tints.

Another advantage is gained in the preparation. It is well known that Linseed Oil may be so treated that it will unite readily with White Lead, or Oxide of Zinc, and form a union which will prevent the wood drawing the oil away from the base of the paint, and thus leaving it to be soon eroded by the action of the elements. By making this combination in our “Town and Country” paints, they have been found to cover much more surface than Pure Lead, tinted to the same depth of color. The painter has the advantage in buying these goods of being saved the trouble of mixing, and having always a uniform article on which to depend.

The “Town and Country” Paints are ground into a stiff paste, the same as White Lead, or are thinned, ready for immediate application.

When sold in Paste they will be packed in 25, 50, and 100 lb. kegs and barrels; and when in liquid, by the GALLON only. (See Page 322.)



# WARM AIR REGISTERS, VENTILATORS, &c.,



Manufactured in the greatest variety of Sizes, Styles' and  
Kinds of Finish by

**The Tuttle & Bailey Manufacturing Co.,**  
**83 Beekman Street,**  
**NEW YORK.**



Square, Round, Circular Top, for floor, wall,  
or fireplace.

Finished in Bronze, Porcelain Enamel, Japan,  
&c.

Ventilators suitable for smallest room to the  
largest church or public hall.

Price List on application.

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Established 1865.

**LA FAYETTE W. SEAVEY'S**  
**Scenic Studio,**  
**NO. 8 LAFAYETTE PLACE,**  
**NEW YORK.**

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Scenery for  
**THEATRES, PUBLIC HALLS AND AMATEURS,**  
**PANORAMAS,**

**Theatrical Wood and Iron Work**

Of every Description.

Scenery for Private Theatricals,

HALLS AND THEATRES FRESCOED.

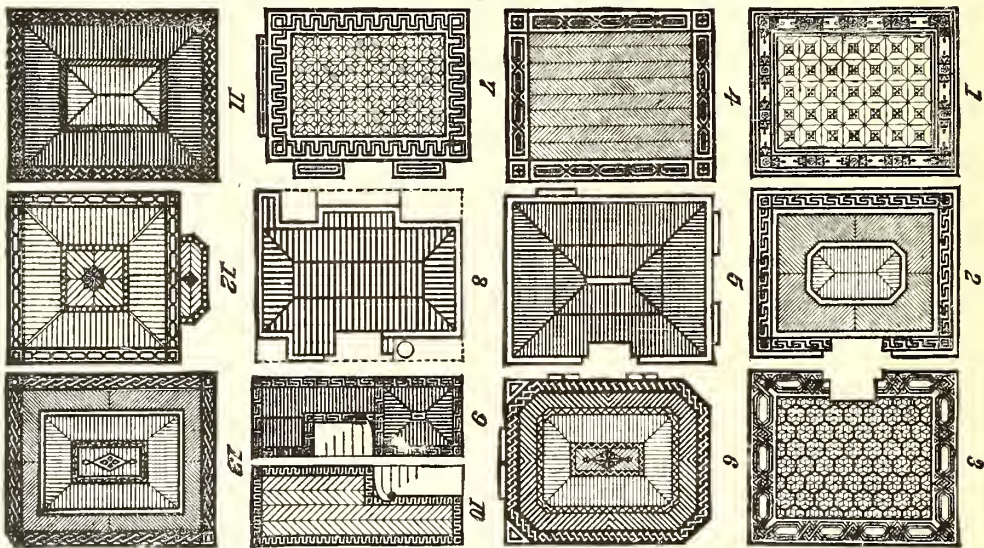
*Flags and Decorations for Balls and Political  
Associations to Let.*

# JOHN W. BOUGHTON,

1118 Market Street, Philadelphia, Pa.

Manufacturer and Proprietor of

## Wood Carpet, Parquet Floors, AND WAINSCOTING.



These goods have been introduced and used about eight years, and have become very popular, meeting a growing demand from wealthy people and those whose tastes are cultivated by extensive travel in foreign lands, where ornamental hard wood floors (Parquetry), are, and ever have been, universally and extensively used.

WOOD CARPET is made of strips of wood  $\frac{1}{4}$  inch thick, thoroughly kiln-dried, and cemented to heavy muslin. It rolls up like an oil cloth, and is used as a substitute for CARPETS, MATTINGS, and OIL CLOTHS, in rooms of every description.

### Ornamental Hard Wood Floors.

The finest Parquet Floors in Europe are successfully imitated, and at a much less expense.

PARQUET FLOORS are laid in Parlors, Libraries, Halls, Reception Rooms, &c., Turkish Carpets or Persian Rugs being used with them.

### Parquet Borders

Alone are often laid around the outside of a room—filling up all the offsets—with a carpet in the center. This is a very popular style.

### As a Wainscoting

These goods are used with great success, in plain stripes, or in the most elaborate designs.

### Prices Of Carpet.

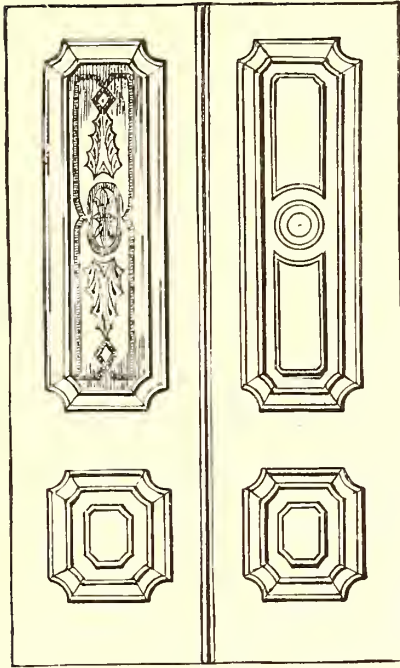
Offices, Stores and Kitchens, 25 cents per square foot, laid and finished.

Prices of parquet floors for parlors, libraries, vestibules, &c., from 35 cents to \$1 per sq. foot.

These Goods received the Centennial Medal and Highest Honor.

(See also Page 324.)

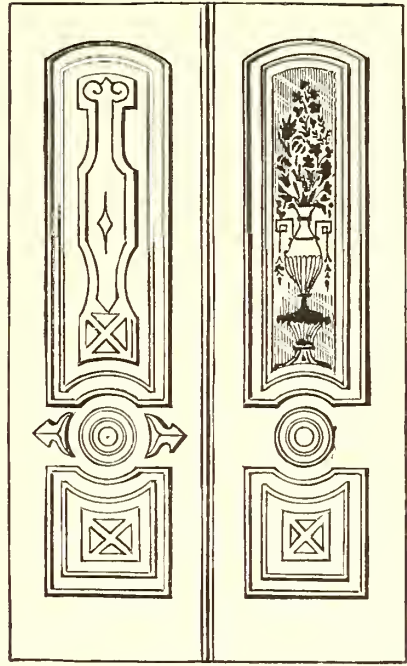
No. 10½.



Vestibule Door.

Front Door.

NO. 11½



Front Door.

Vestibule Door.

## C. B. KEOGH & CO.,

Manufacturers and Dealers in

DOORS, SASHES, BLINDS,

MOULDINGS, BRACKETS,

*STAIR RAILS, NEWELS,*

EMBOSSSED AND CUT GLASS, &c.,

254 & 256 CANAL STREET,

S. W. cor. Elm St.,

NEW YORK.

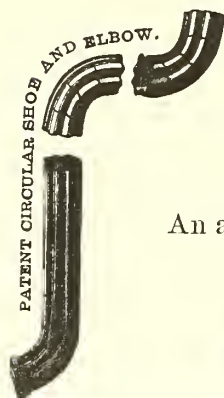
Illustrated Catalogues and Price List sent on application.



# M. HALLIDAY, SLATE & METAL ROOFER.

Manufacturer of  
GALVANIZED IRON CORNICES, MOULDINGS, GUTTERS, ETC.

AGENT FOR AUSTIN OBDYKE & CO.'S



## PATENT

## CORRUGATED EXPANDING LEADER,

An article which was Awarded a Diploma for Continued Excellence at the American Institute Fair, 1875.

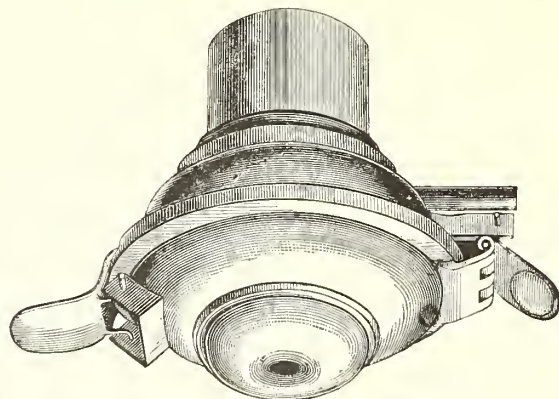
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### 218 East Ninth Street,

Between Second and Third Avenues,

**New York.**

Tin Roofs and Leaders repaired and painted. Chimney Tops and Ventilators put up. Orders by mail promptly attended to.



## W. R. OSTRANDER,

Manufacturer of

THE IMPROVED

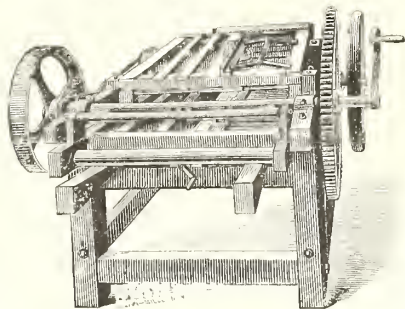
### Speaking Tube Whistles,

SPEAKING TUBES,

Mouth Pieces and Flexible Tubes.

Private Dwellings Fitted with Speaking Tubes and Bells in all parts of the country.

19 ANN ST., NEW YORK.



## J. A. WOOD, CARPENTER AND BUILDER,

ROCKAWAY, LONG ISLAND, N. Y.

MANUFACTURER OF

### WOOD'S PATENT WOOD-WORKING MACHINE.

This Machine is of the greatest value to the carpenter and joiner who wishes to compete successfully with all opposition in his line. The cost is small. Address for particulars as above.

# H. W. JOHNS' PATENT ASBESTOS MATERIALS.

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## ASBESTOS ROOFING.

The only reliable substitute for tin, at about one-half its cost, finished with white Fire-Proof Coating, suitable for steep or flat roofs. In rolls ready for use. Easily applied by any one.

## ASBESTOS STEAM-PIPE AND BOILER COVERINGS.

The cheapest, most durable and effective non-conductors in use—prove superior to all others in U. S. Government tests—a perfect insulator for hair felts, rendering them indestructible.

## ASBESTOS STEAM PACKING.

Indestructible, self-lubricating, flat and round, all sizes.

*Fire-Proof Paints and Coatings, Cements for Steam Joints, Acid and Gas Retorts, Leaky Roofs, &c. Roof Paint, Sheathing and Lining Felts.*

## Asbestos Boards, Paper, Thread, Cloth, &c.

These articles are ready for use, and can be easily applied by any one. Send for Samples, Pamphlets, Price Lists, &c.

H. W. JOHNS,

87 Maiden Lane, New York.

Patentee and Manufacturer. Established 1858.

Please send for Catalogue, Prices, &c.

See Editorial in specifications.

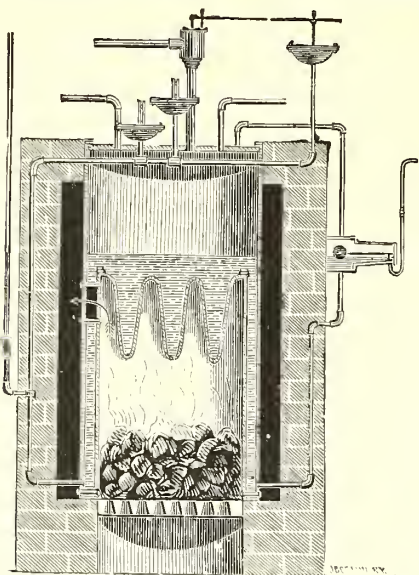


# Wyllys H. Warner, LOW PRESSURE STEAM WARMING APPARATUS.

114 LEONARD STREET, New York.

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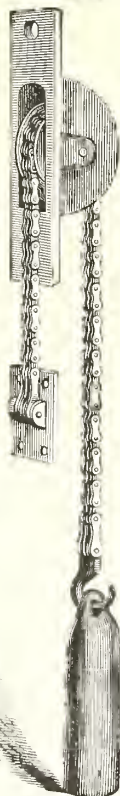
OPEN BOILER.

No danger from fire—Cannot explode  
—Self-regulating—Easily managed—Free  
from dust and noise—Economical of fuel  
—Durable and always efficient.

This apparatus is perfectly safe and easily managed the draft and supply of water are automatically governed, so that it uses less fuel and requires less care than a hot-air furnace. The heat is mild and healthful and it is the only method by which any room, however remote from the furnace, can be well warmed.

A pamphlet with references to a thousand persons who are using the apparatus will be mailed on application, and estimates furnished when desired.

Chain and Pulley for Heavy Sash.



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BRONZE HINGES, KNOBS, ESCUTCHEONS,

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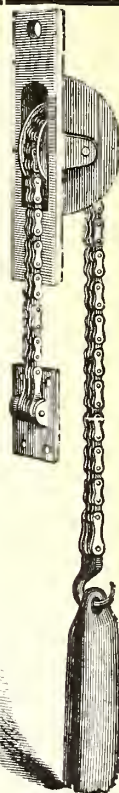
*Locksmiths' and Bell-Hangers'  
Materials,*

Agency of the Trenton Lock and Hardware Co.

## NO. 48 WARREN STREET,

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We would especially call your attention to the cuts on either side, representing a square-groove noiseless pulley, with copper or zinc chains, being the only article in use that will carry a heavy plate glass sash without breaking.



# House-Furnishing Hardware.

We invite special attention to our assortment, assured we can offer the greatest inducements of extended variety and of lowest prices.

TEA TRAYS of all approved styles.

TOILET SETS of any color required.

WATER COOLERS,

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**TABLE MATS, DOOR MATS,**

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Goods carefully selected, packed, and forwarded with dispatch.

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Successors to Windle & Co.

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NEW YORK.

See Editorial under House Furnishing.



# JAMES L. JACKSON, Iron Works,

Office, 315 East 28th St.

NEW YORK CITY.

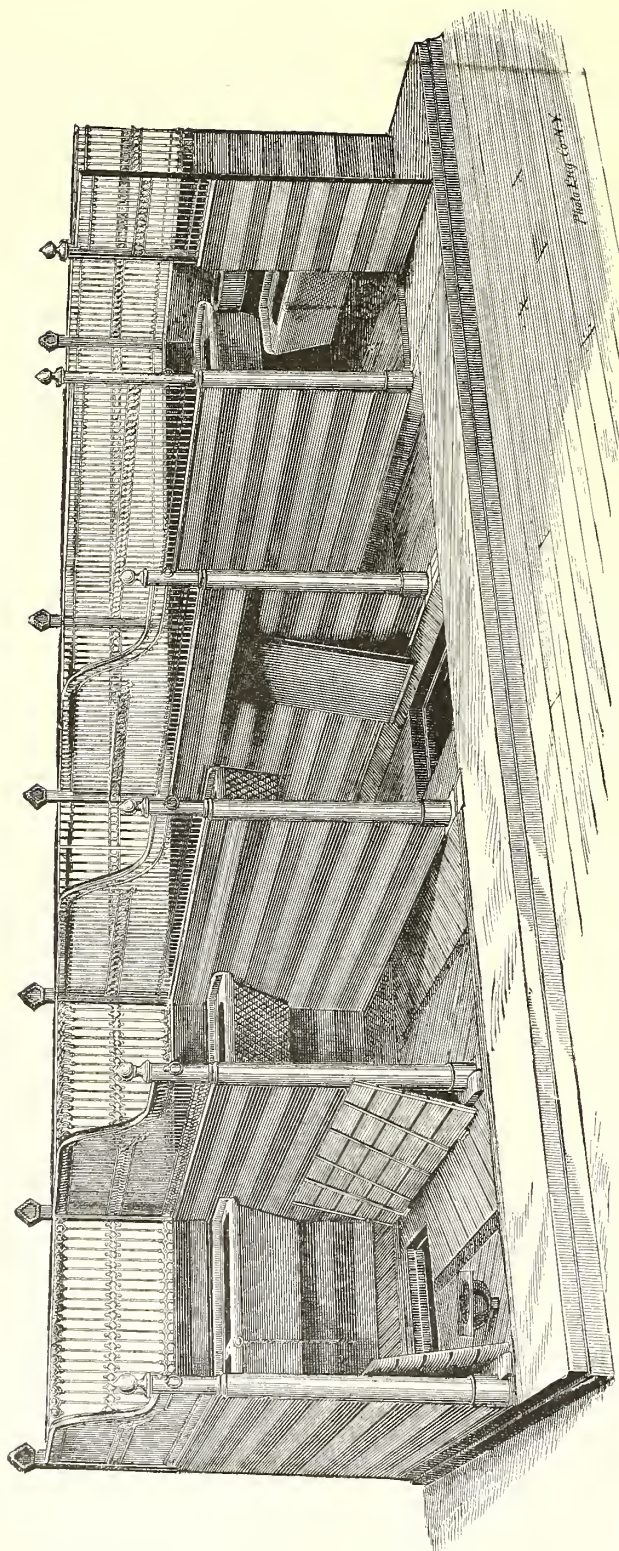
The Manufacture of  
**Stables and Stable Fittings**  
A SPECIALTY.

In my assortment of Fixtures and Fittings for Stables, will be found many articles of utility, of which the following form but a part. For full description see Illustrated Catalogues, for which please send.

Hay Racks of Wrought Iron, Tying Posts, Cess Pools and Traps, Gutter Leaders, Clay Box for Stalls, Watering Troughs, Wall Ventilators, Sponge Boxes, Revolving four arm Blanket Holder (patented), Swinging and Stationary Blanket Rollers, Overhead Railway and Lanterns, Side-Wall Lanterns for gas or oil, Tie Rings in Brass or Iron, Anti-Friction Nibbling Pipe and Socket for Wood Mangers, Hinges in Brass or Iron, Locks with flush Handles for Box-Stall Doors in Brass and Iron, Feed Bins and Spouts with Stoppers, Wall and Sill Plates; Weather Vanes—a great variety, Adjustable Halter Case with Strap and Chain, Whip Holders, Match Box, Lifting Jack, Strips of Galvanized Iron to prevent injury by Rats and Mice.

Also, Iron Roof Lights, Side-Wall Ventilating Lights, Ventilating Wall Blocks, Iron Leg Settees, Roof Crestings and Finials (variety of designs), Bird Houses, Tree Boxes, Gates and Railings, &c.

The accompanying illustration is of the Stables which were exhibited in Agricultural Hall, Centennial Exhibition, and which received the high award of a medal and diploma.



ARTISTIC FURNITURE AND DECORATIONS.  
*Hottier & Stymus*  
 MANUFACTURING CO.,  
 LEXINGTON AVE., 41<sup>ST</sup> & 42<sup>ND</sup> STS.  
 New York.

See editorial under Furniture and Decorations.

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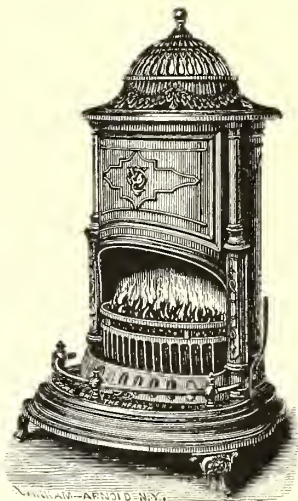
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 effected in all parts of  
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*Official Report of Centennial Commission, accompanying Medal and announcing Basis of Award to OPEN STOVE VENTILATING CO., 107 Fulton Street, N. Y., for "FIRE ON THE HEARTH, PARLOR STOVE."*

*First. The combination is one apparatus with three distinct modes of operation—i. e., the air-warming capacity of a FURNACE; the reserve force of a CLOSE STOVE, and the ventilation of a FIRE-PLACE.  
Second. The faculty of transmitting two currents, viz.: for the products of combustion to chimney flue, and for the supply of fresh air moderately warmed to the room for bodily comfort and respiration.*

*[Signed,]*

A. F. GOSHORN, *Director General.*

J. R. HAWLEY,

J. L. CAMPBELL, *Secretary.*

*President.*

*For prices, &c., send for Catalogue.*

See under Heating, &c., under specification.

## CANE FIBRE FELT,

FOR

Sheathing Frame Houses, Underlining Roofs, Deafening Floors.

### TERMS:

The above articles will be sold by weight, delivered in Baltimore, Philadelphia, New York or Boston. Orders must be accompanied by full directions how to send the material, and enclosing Post Office Order or Draft, adding 75 cents for cartage of small parcel or \$1 25 per ton.

SPECIAL RATES TO DEALERS.—To buyers with whom we open accounts, upon satisfactory reference, 30 days' credit is allowed.

Orders will receive prompt attention. Samples sent on application.

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AMERICAN HOME COMMISSION CO.,  
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*The object of the above organization is to furnish all manner of articles required by housebuilders or housekeepers, which it supplies to its customers at MANUFACTURERS' PRICES, thus absolutely saving to them the ordinary dealers' profits. It buys no goods for which it has no orders, and sells none except on commission. It is prepared to furnish, promptly, from any one of a thousand factories, any class or kind of goods wanted to build or furnish a home, from a carpet-tack to a grand piano, at manufacturers' prices.*

*Special attention is given to furnishing new articles of comfort and utility which are not generally known.*

*Reliable information, advice, or goods promptly furnished on application.*

*Among the specialties it is now prepared to furnish, are the*

PATENT BRUSH WASHBOARD

*and the*

PATENT "HOME LOCK,"

*both of which articles are new, and deserve universal patronage.*

*Please address all communications as above.*

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having had seven years' experience in the manufacture of **Tin-Lined Lead Pipe**, have reached that perfection in its construction which leaves nothing to desire. Our Patent **Tin-Lined Lead Pipe** is as flexible and easily soldered as ordinary lead pipe, and is cheaper when strength and durability are considered. Water flows through it as clear as at the fountain head, and free from the slightest taint of lead and zinc poison or iron rust. In addition to the plumbing of houses it is largely used for conveying water from wells and springs; also beer pumps; mineral waters and water coolers; in fact wherever purity and safety to health are desirable. Descriptive pamphlets sent by mail free. Price, 16½ cents a pound, for all sizes. Be not deceived by tin-washed or tin-coated imitations.

Address,

*The Colwell Lead Company,*  
**63 CENTRE and 554 PEARL STREETS.**

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Also, Manufacturers of **LEAD PIPE, SHEET LEAD, BUCK SHOT, BAR LEAD, BLOCK TIN PIPE, BAR TIN, PIG TIN, PIG LEAD, SOLDER, &c.**

**Orders filled at sight.**

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We are constantly adding **NEW DESIGNS** to our stock, and feel confident that the goods which we manufacture are unsurpassed for Style, Workmanship, and Finish.

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as well as Public Offices, Stores and Churches; and we are prepared to execute all orders entrusted to us at the shortest possible notice.

Designs submitted, and goods made to special order and estimates given if required.

We respectfully solicit orders from our numerous patrons, friends and the public, which shall receive our best attention.

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